



YARRA CITY COUNCIL
Internal Development Approvals Committee
Agenda

**to be held on Wednesday 13 September 2017
at 6.30pm in Meeting Room 3
at the Richmond Town Hall**

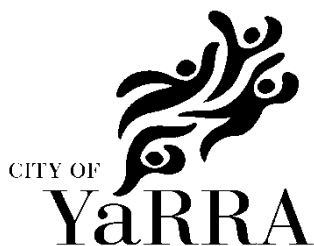
Rostered Councillor membership

Councillor Stephen Jolly
Councillor Danae Bosler (substitute for Cr James Searle)
Councillor Mike McEvoy

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

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



Guidelines for public participation at Internal Development Approval Committee meetings

POLiCY

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	306 Burnley Street, Richmond VIC 3121 – Planning Permit Application No. PLN17/0182 - Use of the land as a medical centre and associated reduction of the car parking requirement.	5	18
1.2	1-35 Wellington Street (also known as 2-12 Cambridge Street) Collingwood - PLN16/0941 - Construction of a 6-storey building (inclusive of basement) part demolition, with a reduction in the car parking requirement.	26	54

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| 1.1 | 306 Burnley Street, Richmond VIC 3121 – Planning Permit Application No. PLN17/0182 - Use of the land as a medical centre and associated reduction of the car parking requirement. |
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Executive Summary

Purpose

1. This report provides Council with an assessment of a planning permit application submitted for 306 Burnley Street, Richmond, which seeks approval for use of the land for a medical centre and an associated reduction of the car parking requirement. The report recommends approval, subject to conditions.

Background

2. The application was lodged on the 7 March 2017. Following the submission of further information, the application was advertised and nineteen (19) objections were received.
3. A consultation meeting was held on the 22 August 2017 and was attended by the applicant, three (3) representatives of one of the objectors (the Burnley Street Medical Centre) and Council officers.
4. The assessment undertaken in this report is based on the advertised plans which form the decision plans.

Key Planning Considerations

5. Key planning considerations include:
 - (a) Clause 17.01-1 – Business;
 - (b) Clause 18.01 – Integrated Transport;
 - (c) Clause 19.02 - Community infrastructure;
 - (d) Clause 21.04 – Land Use;
 - (e) Clause 21.06 – Transport;
 - (f) Clause 21.08-10 – Neighbourhoods – Central Richmond;
 - (g) Clause 22.01 - Discretionary Uses in the Residential 1 Zone;
 - (h) Clause 22.05 – Interface Uses Policy;
 - (i) Clause 32.08 - General Residential Zone – Schedule 4;
 - (j) Clause 43.04 – Design and Development Overlay – Schedule 2; and
 - (k) Clause 52.06 – Car Parking.

Key Issues

6. The key issues for Council in considering the proposal relate to:
 - (a) Use;
 - (b) Car parking; and
 - (c) Objector concerns.

Objector Concerns

7. Nineteen (19) objections were received to the application, these can be summarised as:
 - (a) Insufficient car parking provided on-site for the use.
 - (b) Increased demand for on-street car parking.
 - (c) Lack of parking for an ambulance to attend.
 - (d) No community need for a new medical centre.

Conclusion

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

CONTACT OFFICER: **Madeleine Moloney**
TITLE: **Statutory Planner**
TEL: **92055009**

1.1 306 Burnley Street, Richmond VIC 3121 – Planning Permit Application No. PLN17/0182 - Use of the land as a medical centre and associated reduction of the car parking requirement.

Trim Record Number: D17/122003

Responsible Officer: Principal Statutory Planner

Proposal: Use of the land for a medical centre and an associated reduction of the car parking requirement

Existing use: Dwelling

Applicant: Peter Diakrousis

Zoning / Overlays: General Residential Zone (Schedule 4)
Design & Development Overlay (Schedule 2)

Date of Application: 7 March 2017

Application Number: PLN17/0182

Planning History

1. There is no planning history for the site.

Background

2. The application was lodged on the 7 March 2017 for use of the land for a medical centre and an associated reduction of the statutory car parking requirement. Following the submission of further information, the application was advertised in June 2017, and nineteen (19) objections were received.
3. A consultation meeting was held on the 22 August 2017 and was attended by the applicant, three (3) representatives of one of the objectors (the Burnley Street Medical Centre) and Council officers.
4. The assessment undertaken in this report is based on the advertised plans which form the decision plans.

Existing Conditions

Subject Site

5. The subject site is located on the western side of Burnley Street, Richmond, between Boyd Street (approximately 15m north of the site) and Newry Street (approximately 120m south of the site).
6. The site is generally rectangular in shape, with a frontage of 5.75m to Burnley Street, an overall depth of 30.33m and a total land area of approximately 176sqm.
7. The site is occupied by a single storey, two bedroom dwelling, which forms one of an attached pair with the dwelling to the south. The dwelling is set back from the Burnley Street frontage by approximately 5.7m, and provides for a single, open air car parking space within the front setback, accessed by a crossover from Burnley Street. The dwelling is constructed to both side boundaries and provides for a courtyard at the rear.
8. The pedestrian entrance to the dwelling is located at the southern side of the front façade.

Surrounding Land

9. The land surrounding the subject site is predominantly residential in nature, interspersed with some commercial uses (including other medical centres). Approximately 320m south is the Swan Street (a designated Major Activity Centre) and 450m north is Bridge Road (also designated a Major Activity Centre). The southern portion of Burnley Street, adjoining Swan Street, is commercially zoned and shops and other commercial premises extend as far north as Newry Street.
10. To the north of the subject site is a part single, part double-storey dwelling, which is constructed to the shared boundary at ground level and most of the upper level and has a similar front and rear setback to the subject dwelling, with secluded private open space at the rear.
11. To the south of the subject site is the matching dwelling to the subject site, which has the same front and rear setbacks and presents as a mirror-image version of the subject building.
12. To the east of the subject site is Burnley Street – which is designated an arterial road and within a Road Zone (Category 1). Across the road, on the corner of Burnley Street and Manton Street, is a single storey building (former dwelling) which is currently used as a medical centre (osteopathic clinic).
13. To the west of the subject site is a single storey dwelling fronting Canterbury Street which has a small setback from the portion of the eastern boundary it shares with the subject site.

The Proposal

14. The application is for the use of the land for a medical centre and an associated reduction of the statutory car parking requirement. Specifically the application proposes:

Use

15. Use of the site for a medical centre for a maximum of two medical practitioners (psychologists or similar – not a General Practitioner).
16. The proposed operating hours are:
 - (a) 9:00am to 5.00pm , Monday to Friday; and
 - (b) 9:00am to 1:00pm, Saturday.
17. The medical centre is proposed to operate by appointment only, with each appointment to have a duration of 60 minutes (no more than 4-5 appointments per day, per practitioner).
18. The proposed floor plan shows two consultation suites, a waiting room and ancillary bathroom and kitchen facilities (no external works are required to facilitate the use).
19. The applicant has not sought a bicycle parking reduction and has agreed to provide bicycle parking for one bike on-site (this is to be addressed by way of condition).

Car Parking

20. A single (existing) car parking space will be provided on-site for the medical centre use, with the applicant seeking a reduction of seven (7) car parking spaces from the statutory requirement.

Planning Scheme Provisions

Zoning

General Residential Zone (Schedule 4)

21. The relevant purpose of the *General Residential Zone* is *to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*
22. Pursuant to Clause 32.09-1 of the Yarra Planning Scheme (the Scheme), no permit is required for use as a Medical Centre (Section 1 Use) if the following conditions are met:
 - (a) *The gross floor area of all buildings must not exceed 250 square metres.*
 - (b) *Must not require a permit under clause 52.06-3.*
 - (c) *The site must adjoin, or have access to, a road in a Road Zone.*
23. The use would occupy the existing building which has a gross floor area of less than 250sqm and also adjoins a road (Burnley Street) which is in a Road Zone.
24. However, a permit is required for a reduction in the car parking requirements under clause 52.06-3 of the Scheme (as detailed below in the particular provisions), the use becomes a Section 2 use (permit required).
25. The decision guidelines at clause 32.08-12 of the Scheme, in particular, those applicable to non-residential use and development, of particular relevance to the application are as follows:
 - (a) Whether the use or development is compatible with residential use.
 - (b) Whether the use generally serves local community needs.
 - (c) The scale and intensity of the use and development.
 - (d) The provision of car and bicycle parking and associated accessways.
 - (e) Any proposed loading and refuse collection facilities.
 - (f) The safety, efficiency and amenity effects of traffic to be generated by the proposal.

Overlays

Design & Development Overlay (Schedule 2 – Main Roads and Boulevards)

26. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works. As no buildings and works are proposed there are no permit requirements under the Design & Development Overlay (Schedule 2).

Particular Provisions

Clause 52.06 – Car Parking

27. Clause 52.06-2 of the Scheme requires that a new use must not commence until the required car spaces under Table 1 of Clause 52.06-5 have been provided on the land. However a permit can be issued to reduce this requirement.
28. Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the use's parking requirements are as follows:

Use	Statutory Parking Rate	No. Practitioners proposed	No. Spaces Required	No. Spaces Provided	Reduction Required
Medical centre	5 spaces to the first person providing health services; and 3 to every other person providing health services	2	8	1	7

29. One (1) car parking space is proposed to be provided on-site in association with the proposed use and therefore a reduction of seven (7) spaces proposed.

Clause 52.34 -Bicycle Parking

30. Clause 52.34-3 of the Scheme specifies how many bicycle parking spaces are required for a use. The table below shows that a medical centre with two practitioners is required to provide a single bicycle parking space for visitors. The applicant has agreed to provide the requisite 1 space on site – this is not shown on the plans and will be addressed by condition.

Proposed Use	Rate for Employee	Rate for Visitor	No. Required	No. Provided
Medical centre	1 to each 8 practitioners	1 to each 4 practitioners	1 (0.5 rounded up as specified at clause 52.34)	1 (by condition)

General Provisions

Clause 65 – Decision Guidelines

31. The Decision Guidelines outlined in 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 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. An assessment of the application against the relevant sections of the Scheme is offered further in this report.

State Planning Policy Framework (SPPF)

32. The following clauses are of relevance to this application:

Clause 17.01-1 – Business

33. This clause specifies that it is an objective *to encourage development which meet the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.*

Clause 18.01-1 – Land use and transport planning

34. The objective of this clause is *to create a safe and sustainable transport system by integrating land-use and transport.*

Clause 18.02-1 - Sustainable Personal Transport

35. The objective of this clause is *to promote the use of sustainable personal transport.*

Clause 18.02-2 – Cycling

36. The objective of this clause is *to integrate planning for cycling with land use and development and encourage as alternative modes of travel.*

Clause 18.02-5 Car Parking

37. The objective related to the application is *to ensure an adequate supply of car parking that is appropriately designed and located.*

Clause 19.02 - Community Infrastructure

Clause 19.02-1 Health Facilities

38. The applicable objective of this clause is: *to assist the integration of health facilities with local and regional communities.*

Local Planning Policy Framework (LPPF)

39. The following LPPF provisions of the Scheme are relevant:

Clause 21 – Municipal Strategic Statement (MSS)

Clause 21.03 – Vision

40. Clause 21.03 of the Scheme outlines strategic objectives for land use, built form, transport and environmental sustainability within the City. In relation to land use, relevant visions are:
- (d) *Yarra will have increased opportunities for employment*
 - (e) *The complex land use mix characteristic of the inner City will provide for a range of activities to meet the needs of the community*

Clause 21.04 – Land Use

Clause 21.04-1 – Accommodation and Housing

41. Relevant objectives of this clause are:
- (a) *To reduce potential amenity conflicts between residential and other uses.*
42. The following strategies are of relevance:
- (a) *Apply the Interface Uses policy at clause 22.05*
 - (b) *Ensure the location, design and operation of community facilities minimises the potential for negative amenity impacts on the surrounding area.*
 - (c) *Apply the Discretionary Uses in the Residential 1 Zone policy at clause 22.01.*

Clause 21.04-3 – Industry, Office and Commercial

43. The objective of this clause is *to increase the number and diversity of local employment opportunities.*

Clause 21.04-4 Community facilities, hospitals and medical services

44. The relevant objectives of this clause are:
- (a) *To provide community services that meet the needs of a diverse and changing community.*
 - (b) *To provide accessible community services.*
45. The following strategies are of relevance:
- (a) *Encourage community facilities and services to co-locate and to locate within or adjacent to activity centres and locations that support multi-purpose trips and shared parking arrangements for people of all abilities.*
 - (b) *Encourage community facilities to locate where they are easily accessible by public transport.*

Clause 21.06 – Transport

46. The relevant objective of this clause is *to reduce the reliance on the private motor car.*

Clause 21.06 – Transport

47. The relevant objectives of this clause are:
- (a) *To facilitate public transport usage.*
 - (b) *To reduce the reliance on the private motor car.*

Clause 21.08-10 – Neighbourhoods

48. The subject site is located in the 'Central Richmond' neighbourhood at Clause 21.08-10 of the Scheme. The clause includes the following description:
- (a) *The land use character of this neighbourhood is predominantly residential, with the area closest to Punt Road comprising early to mid-Victorian cottages and terraces, and an increasing amount of Edwardian dwellings towards the east of the neighbourhood. The Bridge Road major activity centre is an important regional centre...*

Relevant Local Policies

Clause 22.01 - Discretionary Uses in the Residential 1 Zone

49. The objective is *to ensure that residential amenity is not adversely affected by non-residential uses.*
50. It is policy that:
- (a) *Existing buildings constructed for non-residential purposes are the preferred location for non-residential uses.*
 - (b) *Food and drink premises, places of assembly, places of worship and plant nurseries should have access to and adjoin a road in a Road Zone.*
 - (c) *Except on land adjoining and gaining direct access from a road in a Road Zone:*
 - (i) *all required car parking should be on-site.*
 - (ii) *the scale of the proposed use should be compatible with providing service to the local residential community.*
 - (d) *Hours of operation should be limited to 8am to 8pm except for convenience shop.*
 - (e) *New buildings and works should be consistent with the scale, bulk and character of the area.*
 - (f) *Noise emissions should be compatible with a residential environment.*

Clause 22.05 – Interface Uses Policy

51. This policy applies to applications for use or development within Residential Zones (amongst others).
52. The policy comprises various considerations and decision guidelines for non-residential use and development located near residential properties relating to overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the amenity of nearby residential properties.

Advertising

53. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act 1987* (the Act) with 41 letters sent to surrounding owners and occupiers, and one sign displayed on site. Nineteen (19) objections were received.
54. The objector concerns can be summarised as follows:
- (a) *Insufficient car parking provided on-site for the use;*
 - (b) *Increased demand for on-street car parking;*
 - (c) *Lack of parking for an ambulance to attend; and*
 - (d) *No community need for a new medical centre.*

Referrals

External

55. No external referrals were required under the provisions of the Scheme.

Internal

56. The application was referred to Council's Engineering Services Unit in relation to the car parking reduction sought. Their response is attached in the appendices to this report and will be addressed within the assessment.

OFFICER ASSESSMENT

57. In assessing this application, the primary planning considerations are:

- (a) Use;
- (b) Car and bicycle parking; and
- (c) Objector concerns.

Use

58. While the use application triggers a permit under the requirements of the General Residential Zone, the trigger for a permit also circumscribes the ambit of the discretion to be exercised in determining whether to grant the permit.
59. In the matter of *Alex Kanzburg v Bayside CC* (VCAT Ref: P1294/2014) Member Wright makes the following findings under Paragraph 21 of his decision:
- (a) *It follows that where a use is permitted as of right and the only bar is noncompliance with a specified requirement the only considerations relevant to the exercise of discretion to grant a permit are those which arise from that requirement. So where, as in this case, the requirement relates to the provision of car parking, the adequacy of the proposed parking in the circumstances of the particular case is the only relevant consideration.*
60. With the above in mind, the ambit of discretion for this application relates primarily to the permit trigger for the use which is the non-compliance with statutory car parking requirements at clause 52.06 of the Scheme. In this regard, clause 22.01 (Discretionary Uses in the Residential 1 Zone) specifies that all car parking should be provided on-site, except in instances where the site adjoins or has access to a road within a Road Zone. The subject site adjoins a Road in a Road Zone (Burnley Street) and thus there is support for consideration of a reduction of car parking in this context. A more detailed assessment of the merits of the proposed car parking reduction will be undertaken in the following section of the report.
61. Whilst the car parking provision is the prime consideration for the acceptability of the use (given the use would otherwise be as-of-right) consideration must still be given to the relevant decision guidelines of the General Residential Zone and applicable local planning policies - in particular, Clause 22.01 (Discretionary Uses in the Residential 1 Zone) and Clause 22.05 (Interface Uses Policy).
62. In regards to the scale and intensity of the use, the accommodation of a maximum of two practitioners to the medical centre is considered to be generally consistent with servicing the local community, which aligns with one of the key objectives of the General Residential Zone, *to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations*. A condition of any approval would restrict the number of practitioners on-site at any one time to a maximum of two to ensure the use does not intensify.

63. Notwithstanding that the medical centre proposed is of a scale consistent with serving the local community, policy at clause 22.01 of the Scheme also specifies that *the scale of the proposed use should be compatible with providing service to the local residential community, except on land adjoining and gaining direct access from a road in a Road Zone*. This would suggest that a medical centre in this location should not be limited to providing services to patients from within the local area, given the site adjoins a Road Zone (Burnley Street).
64. The proposed hours of operation - 9:00am to 5.00pm, Monday to Friday; and 9:00am to 1:00pm, Saturday - are within the suggested hours of operation for non-residential uses under clause 22.01 of the Scheme (8am to 8pm). The proposed hours of operation would not be anticipated to cause conflicts with surrounding residential uses, given they largely represent standard business hours. The medical centre will be restricted to these operating hours by way of condition of any approval granted.
65. In relation to noise emissions, the proposed medical centre would not be anticipated to create unreasonable noise, given the limited scale of the centre and the type of activities conducted on-site. Given the site is located on a main road and nearby other commercial uses, it is considered that the general background noise of the area would be higher than more isolated residential side streets and thus there is less potential for noise disturbance. The applicant has agreed to restrict attendance to the medical centre by appointment only (and to be required by condition) and thus the use would result in a controlled flow of patients as it would not allow for “drop-in” visits.
66. Furthermore, no new equipment or services are proposed to the site to facilitate the use. It is unlikely that the type of equipment required for a medical centre of this size would create noise emissions greater than typical domestic services. Nonetheless, a standard condition will require that the use comply with the relevant EPA noise emission limits from commercial premises (which controls noise from mechanical equipment and the like). This will ensure the use is consistent with policies at clause 22.05 of the Scheme regarding noise.
67. Overall, in line with policy at clause 22.01, it is considered that noise emissions from the use would be compatible with a residential environment.
68. In relation to light spill, given the proposed hours of operation (daylight hours) and that the existing building is to be utilised “as-is”, it would not be anticipated that light spill from the site would have a detrimental impact on amenity, as directed under clause 22.05 of the Scheme.
69. In relation to waste management, the plans show bin storage at the front of the site adjacent the car parking area. Given the small scale of the business, this is considered an acceptable location, as long as bins are screened from view (to prevent visual detriment from unsightly waste receptacles). Hence, a condition will require that either a screening fence be provided to the waste storage area at the front of the site, or alternatively, the bin storage area be re-located to the rear courtyard (this allows for some flexibility for the applicant to address the issue).
70. Furthermore, as the proposed use is a medical centre, to ensure any infectious waste is disposed of appropriately, a standard condition would be included as part of any approval, requiring that any infectious waste is disposed of by an appropriately licensed commercial waste contractor.
71. Whilst the medical centre is not proposed to be located within a purpose-built commercial building (as preferred by policy at Clause 22.01) the location is considered appropriate given it is:
 - (a) Located on a main road;
 - (b) Accessible by public transport; and
 - (c) Located in a residential area which already supports a number of commercial uses.

72. In relation to amenity impacts more generally, a standard condition will require that the use does not detrimentally affect the amenity of the area, including by:
- (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.
73. A further condition will also restrict deliveries to between 7am and 10pm on any day (a standard condition for commercial premises).
74. It is considered that the use, subject to conditions outlined, will not cause unreasonable material detriment to the surrounding residential properties and it will fit comfortably within the existing site and surrounding land use context. The proposal achieves compliance with the applicable policy requirements and would be suitable within the surrounding land use context, which already supports interspersed non-residential uses.

Car Parking

75. State and local policies including Clause 18.01-2 (Cycling), Clause 18.02-5 (Car parking) and Clause 21.06 (Transport) encourage less private motor vehicle dependence and improved sustainable transport use. Hence there is strategic support for the provision of less car parking than is required under the provisions of the Scheme. However, each application for a reduction must be assessed on the individual merits of the proposal.
76. As detailed earlier in the report, the proposed use of the site as a medical centre for two practitioners generates a statutory car parking requirement of 8 spaces. As one (1) on-site car parking space is to be provided (the existing space maintained), a reduction of 7 spaces is sought.
77. In assessing a car parking reduction, the Responsible Authority must have regard to a number of factors outlined at clause 52.06-6 of the Scheme. The relevant factors will frame the assessment, relate to the associated car parking demand that the use may generate, the availability and proximity of alternative transport options, provisions for bicycle parking upon the site and the likelihood of multi-purpose trips within the locality which may incorporate the proposed use. The relevant considerations frame the assessment below and reference will also be made, where relevant, to Clause 52.34 (Bicycle Parking).

The car parking demand assessment

78. The car parking demand associated with the medical centre is likely to be less than that stated under the Scheme for the following reasons:
- (a) The site has good access to public transport and on-road cycling network thus reducing reliance on car parking for both staff and patients.
 - (b) The medical centre would be anticipated to have some patients from the local area who can walk or cycle to the site.
 - (c) The medical centre is proposed to exclude a General Practitioner and therefore is likely to be occupied by a specialist (such as a psychologist) or other health professional that would typically have longer appointments.
 - (d) The site is located near other commercial premises and both the Bridge Road and Church Street Major Activity Centres, patients to the site may choose to combine their visits with other nearby businesses in the area.
 - (e) The limited availability of car parking in the vicinity will encourage patients and staff to consider alternative travel arrangements.

The availability of alternative car parking in the locality of the land.

79. In relation to Burnley Street, parking is unrestricted on the eastern side; and on the western side car parking is 2P restricted in this section, between Monday and Sunday (7am to 11pm). The northern side of Manton Street is also 2P restricted between 7am and 7pm (Monday to Saturday), with no parking on the southern side. Boyd Street does not have parking restrictions but is a narrow, on-way street, which can only be accessed from Canterbury Street and car parking is only possible by mounting the kerb on the southern side. This is likely to dissuade patients from utilising Boyd Street for car parking.
80. Availability of on-street car parking in the locality of the site is limited due to a high level of demand from existing businesses and residents, hence patients with the means and ability to use other forms of transport may be encouraged to do so by the knowledge that parking in the area can be difficult to access.
81. In relation to staff demand for car parking, it is considered that limited availability of longer-term car parking in the surrounding area, combined with the good availability of public transport in the area would be an incentive for staff to take public transport or find other alternatives. The single car space on-site would most likely be utilised by one of the practitioners, and one practitioner would need to utilise alternative transport or find unrestricted car parking in the area. It is noted that the applicant has not provided written confirmation as to whether there will be ancillary staff (such as a receptionist) associated with the site. However, as the car parking rate is based on the number of medical practitioners (those providing health services), this would not have any impact on the car parking requirement.
82. Council's Engineers have confirmed that car parking in the vicinity should be sufficient to accommodate the shortfall in demand accommodated by the use of seven spaces and have supported the reduction of car parking.

On street parking in residential zones in the locality of the land that is intended to be for residential use.

83. Several streets in the vicinity of the subject site have sections of permit-only parking, or permit-only parking outside of restricted hours, intended to cater for residents. For example, Canterbury Street (one street to the west) has permit-only parking and Newry Street (to the south) has permit-only parking on its southern side. The availability of permit-only parking would reduce competition for car parking between residents and patients/staff of the medical centre.
84. The operational hours of the premises (other than Saturdays) would largely coincide with times when residents who commute by car to work are away from home and this would reduce the level of competition with residents for car parking. Residents who park on the street and do not commute by car would have already have procured a space the previous evening, prior to commencement of the use at 9am.

The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.

85. The site is small (under 200sqm) and has limited space for on-site car parking. If an additional space were to be accommodated within the front setback it would necessitate the construction of a wider crossover, and result in the loss of an existing on-street car parking space and street tree. This would essentially privatise an existing car space and would be an adverse outcome from an urban design perspective. Given this and that there is no rear access to the site, it is impractical to provide more car parking on-site.

Any car parking deficiency associated with the existing use of the land.

86. The site is a purpose-built, two bedroom dwelling. The existing car parking space on-site meets the requirements of Clause 52.06-5 for this use, thus no car parking credit is associated with the existing use.

Access to or provision of alternative transport modes to and from the land.

87. The site is well serviced by public transport. The following public transport modes are within walking distance to the subject site:
- (a) Burnley Railway Station (approx. 420m south-east);
 - (b) Swan Street tram services – Route 70 (approx. 320m south);
 - (c) Bridge Road tram services – Routes 48 and 75 (approx. 450m north)
88. Public transport options present a viable alternative to automobile to both staff and patients of the premises and would effectively reduce the demand for car parking. The surrounding street network also provides good conditions and links for cyclists. Burnley Street itself has a bike lane on each side.
89. The applicant has agreed to provide parking for one bike on-site which will meet the requirements of clause 52.34 of the Scheme in relation to visitors to the site (to be required to be shown on the plans by condition). The provision of a bicycle parking space on-site would assist to encourage access to the site by bike.

The need to create safe, functional and attractive parking areas.

90. The existing car parking space has some landscaping to soften its impact on the streetscape. Providing additional car parking within the frontage would have a deleterious impact on the streetscape in addition to the loss of an existing on-street space and is not desirable.

Local traffic management in the locality of the land.

91. The traffic generated by the proposed use would be negligible in relation to existing traffic along Burnley Street. The limitation of the type of practitioner to exclude a General Practitioner and the requirement for patients to attend by appointment only would mean that appointments would be likely to be of a longer duration and the flow of patients to and from the site would be in a controlled manner, thus reducing the overall turnover of visitors and likelihood of multiple coinciding visits.
92. Council's Engineers did not raise any issue in regards to traffic generated by the proposed use in their advice.
93. On balance, the additional traffic to be generated by the use will not detrimentally impact traffic conditions in the area.
94. Having regard to the above assessment in conjunction with comments received from Council's Engineering Services Unit, it is considered that the use of the land for a medical centre (for two practitioners) would not unreasonably impact the parking conditions of the surrounding area and the reduction of car parking associated with the use is acceptable and can be supported.

Objector Concerns

95. The issues raised by objectors have been addressed throughout the assessment section of this report. For ease of reference, the concerns raised and corresponding report sections and or paragraph numbers are outlined below as relevant:
- (a) Insufficient car parking provided on-site for the use (this has been discussed at paragraphs 78-94);

- (b) Increased demand for on-street car parking – (this has been discussed at paragraphs 78-94);

96. Outstanding concerns (or those not fully addressed) relate to:

- (a) *Lack of parking for an ambulance to attend.*
This is not a planning consideration. There is no requirement in the Scheme for medical centres to provide ambulance parking on-site, nor is it likely to be required given the specialist nature of the medical services to be provided.
- (b) *No community need for a new medical centre.*
The business case for the proposed use is not a relevant planning consideration.

Conclusion

97. The proposal demonstrates a good level of compliance with the policy requirements outlined in the Yarra Planning Scheme, and should be supported subject to conditions.

RECOMMENDATION

That having considered all relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN17/0182 for use of the land as a medical centre; and an associated reduction of the car parking requirement at 306 Burnley Street, Richmond, in accordance with the plans and reports received by Council (on 26 May 2017 and 7 June 2017) and subject to the following conditions:

1. Before the use 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) Bin storage to be relocated to rear courtyard, or alternatively, a screening fence constructed around the bins within the front setback.
 - (b) The provision of at least one bicycle rack on-site.
2. The use as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.
3. No more than two (2) practitioners are permitted to operate from the land at any one time.
4. Except with the prior written consent of the Responsible Authority, no General Practitioner may practice from the premises.
5. Attendance by patients at the medical centre must be by appointment only.
6. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:
 - (a) Monday to Friday 9.00am – 5.00pm
 - (b) Saturday 9.00am – 1.00pm
7. 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.

8. The use must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).
9. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.
10. All infectious waste must be removed by a commercial waste contractor which holds an appropriate commercial waste licence to the satisfaction of the Responsible Authority.
11. Except with the prior written consent of the Responsible Authority, delivery and collection of goods to and from the land may only occur between 7am and 10pm on any day.
12. This permit will expire if the use is not commenced within two years from the date of this permit. The Responsible Authority may extend the period referred to if a request is made in writing before the permit expires or within six months afterwards for commencement.

Notes:

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

These premises will be required to comply with the Public Health and Wellbeing Act 2008. The use must not commence until registration has been granted by Council's Health Protection Unit.

CONTACT OFFICER: Madeleine Moloney
TITLE: Statutory Planner
TEL: 92055009

Attachments

- 1 PLN17/0182 - 306 Burnley Street Richmond - Site Plan
- 2 PLN17/0182 - 306 Burnley Street Richmond - Decision Plans
- 3 PLN17/0182 - 306 Burnley Street Richmond - Engineering comments

Attachment 1 - PLN17/0182 - 306 Burnley Street Richmond - Site Plan

SUBJECT LAND: 306 BURNLEY STREET, RICHMOND



↑ North

★ Subject Site

Attachment 2 - PLN17/0182 - 306 Burnley Street Richmond - Decision Plans



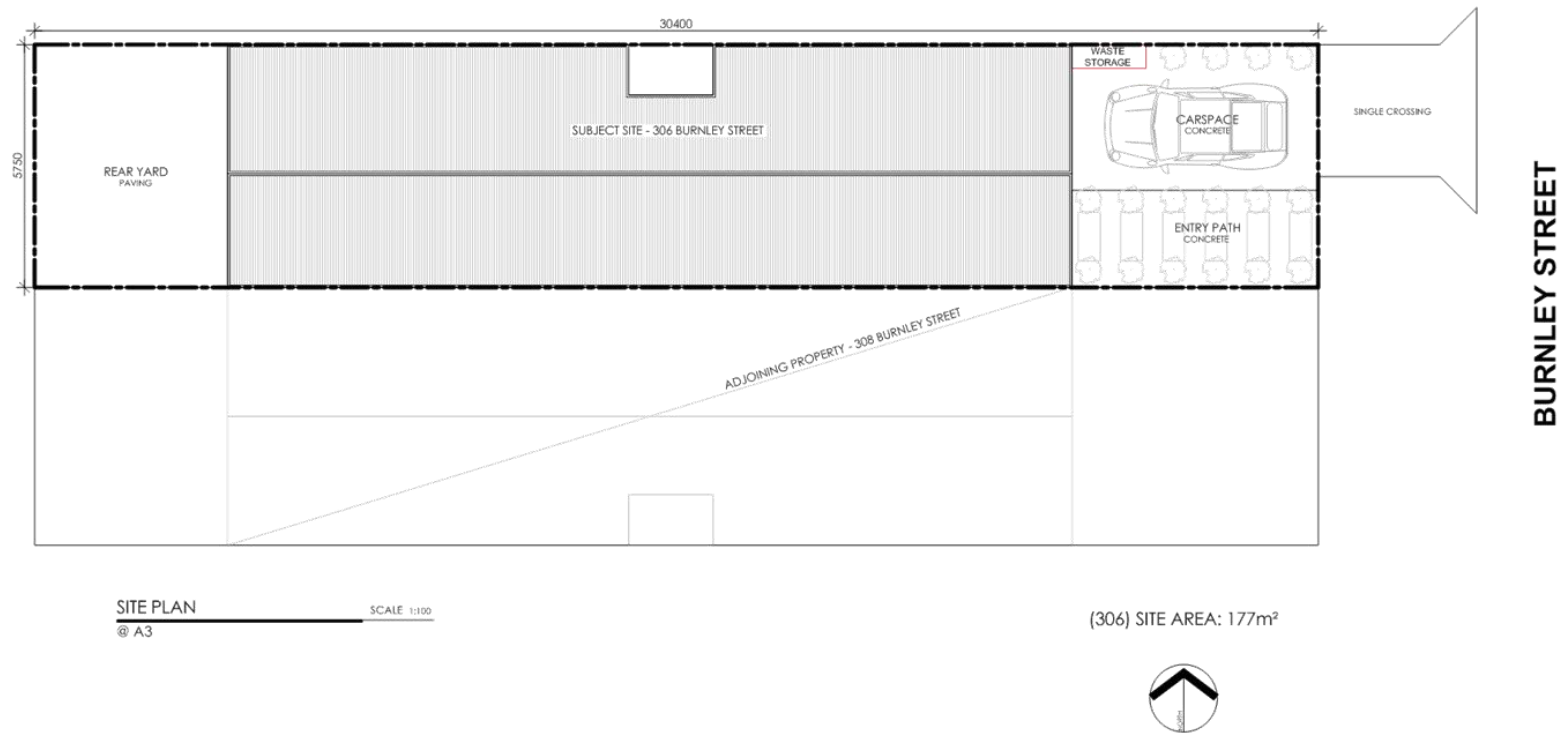
AERIAL IMAGE BY NEARMAPS

SITE CONTEXT PLAN

- 1 - (306) SUBJECT SITE
- 2 - (297) RICHMOND OSETOPATHIC CLINIC
- 3 - (307) BURNLEY STREET MEDICAL CENTRE

REV A - A103

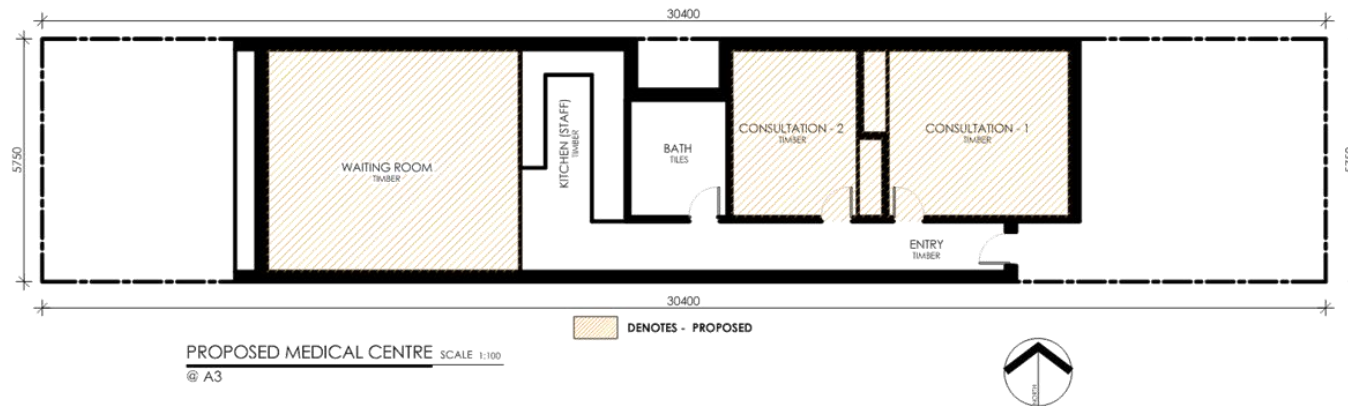
Attachment 2 - PLN17/0182 - 306 Burnley Street Richmond - Decision Plans



306 BURNLEY STREET, RICHMOND 3121

REV A - A101

Attachment 2 - PLN17/0182 - 306 Burnley Street Richmond - Decision Plans



306 BURNLEY STREET, RICHMOND 3121

REV A - A102

Attachment 3 - PLN17/0182 - 306 Burnley Street Richmond - Engineering comments

MEMO

To: Madeleine Moloney
From: Artemis Bacani
Date: 28 June 2017
Subject: Application No: PLN17/0182
 Description: Medical Centre
 Site Address: 306 Burnley Street, Richmond

I refer to the above Planning Application received on 14 June 2017 in relation to the proposed development at 306 Burnley Street, Richmond. Council's Engineering Services unit provides the following information:

CAR PARKING PROVISION**Proposed Development**

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Medical Centre	2 Practitioners	5 spaces to the first providing health services plus 3 spaces to every other person providing health services	8	1

A car parking reduction of seven spaces is sought.

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

Car Parking Demand Assessment

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

- *Parking Demand for Medical Centre Use.*
By using the statutory rate, the development would have a parking demand of eight spaces, with seven spaces being located off-site. Most likely, the one on-site space would be used by employees whilst the balance of the parking demand would be patient parking.
- *Availability of Public Transport in the Locality of the Land.*
The site is within walking distance of tram services operating along Swan Street and Bridge Road, and train services can be accessed at Burnley railway station.
- *Multi-Purpose Trips within the Area.*
Patients to the medical clinic could combine their visit by engaging in other activities or business whilst in the Richmond area.

Attachment 3 - PLN17/0182 - 306 Burnley Street Richmond - Engineering comments

- *Convenience of Pedestrian and Cyclist Access.*

The site has a large residential catchment area and some clients could reside within walking distance of the site. The site is located along the Principal Bicycle Network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

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

- *Availability of Car Parking.*

A 2P restriction operates along the west side of Burnley Street and there is unrestricted parking along the east side of the street. The majority of the surrounding streets have short-stay time controls that ensure on-street parking frequently turns over. The parking overflow generated by the medical centre can be accommodated on-street.

- *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. A Flexicar car share pod is located in Burnley Street, approximately 140 metres south of the site.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of seven parking spaces associated with the medical centre is considered appropriate in the context of the development and the surrounding area. The parking overflow generated by the site can be accommodated on-street.

Engineering Services has no objection to the reduction in the car parking requirement for this site.

Regards

Artemis Bacani
Roads Engineer
Engineering Services Unit

1.2 1-35 Wellington Street (also known as 2-12 Cambridge Street) Collingwood - PLN16/0941 - Construction of a 6-storey building (inclusive of basement) part demolition, with a reduction in the car parking requirement.

Executive Summary

Purpose

1. This report provides Council with an assessment of a planning permit application submitted for 1-35 Wellington Street (also known as 2-12 Cambridge Street) Collingwood. The report recommends approval of the application, subject to a number of conditions.

Key Planning Considerations

2. Key planning considerations include:
 - (a) Built form (Clauses 15.01, 21.05, 22.02 & 43.01);
 - (b) Car parking and bicycle provision (Clauses 52.06 & 52.34).

Key Issues

3. The key issues for Council in considering the proposal relate to:
 - (a) State and Local Planning Policy Framework Summary;
 - (b) Built form and design;
 - (c) Heritage;
 - (d) Off-site Amenity Impacts;
 - (e) Internal Amenity;
 - (f) Car parking/bicycle provision/Traffic & Waste;
 - (g) Objector concerns.

Objector Concerns

4. 10 objections were received to the application, these can be summarised as:
 - (a) Visual bulk/height concern;
 - (b) Lack of integration with neighbourhood character;
 - (c) Reduction in car parking (insufficient visitor parking);
 - (d) Increased traffic congestion and noise;
 - (e) Potential off site amenity impacts (overshadowing, overlooking, loss of daylight, noise);
 - (f) Overshadowing of solar panels to the south;
 - (g) Incorrect details on the plans (regarding residential sites to the south).

Conclusion

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

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

1.2 1-35 Wellington Street (also known as 2-12 Cambridge Street) Collingwood - PLN16/0941 - Construction of a 6-storey building (inclusive of basement) part demolition, with a reduction in the car parking requirement.

Trim Record Number: D17/117397

Responsible Officer: Principal Statutory Planner

Proposal: Construction of a 5-storey building plus basement, part demolition, with a reduction in the car parking requirement

Existing use: Car park

Applicant: Gurner 1-35 Wellington Street Pty Ltd.

Zoning / Overlays: Mixed Use Zone (MUZ)
Heritage Overlay (HO336 – Victoria Parade Precinct, Collingwood)

Date of Application: 12 October 2016

Application Number: PLN16/0941

Planning History

1. There is no planning history for this site.

Background

2. The application was lodged on 12 October 2016, with additional information submitted on 2 December 2016. The application was subsequently advertised, with 10 objections received.
3. A Consultation Meeting was held on 28 February 2017, where the key issues raised in the objections were discussed with the Permit Applicant, Objectors and Planning Officers present.
4. Whilst this process was occurring, advice was sought and received from Council's internal units including Urban Design, Heritage, City Works, Engineering, Open Space and Environmental Sustainable Development (ESD). Referral advice is attached to this report.
5. As a result of the matters raised at the consultation meeting and within the referral advice, the Applicant submitted sketch plans on 24 July 2017. These plans show the following changes;
 - (a) Relocation of the common stairwell away from the south boundary to a central location;
 - (b) Reconfiguration of the internal layout of the development at each floor level (including basement) in association with the relocation of the common stairwell;
 - (c) Reduction in bicycle parking spaces from 34 to 30;
 - (d) Reduction in the size of the light well on the south side of the development, resulting in a decreased setback from the commercial building to the south;
 - (e) Increased size of balconies for all dwellings;
 - (f) The south-east corner set back a minimum of 1.31m from the southern boundary at Level 2 and 3.56m at Levels 3 & 4 (previously an on-boundary wall);
 - (g) The south-west corner set back a minimum of 4.895m from the southern boundary at Level 3 (previously an on-boundary wall);
 - (h) Reduction in the height of the wall on the south boundary on the east side of the light well from 17.8m to 8.05m;
 - (i) Level 4 reduced in floor size;
 - (j) Parapet height reduced from RL 43.2 to RL42.95; (reduction in building height from 17.8m to 17.5m);
 - (k) Further details of the proposed privacy louvres and planters to demonstrate compliance with the objective of Standard B22.

6. The amended plans were not re-referred internally as the changes were not considered to impact comments from any Council departments.
7. The sketch plans are attached to this report and were circulated to all objectors prior to the meeting.

Existing Conditions

Subject Site

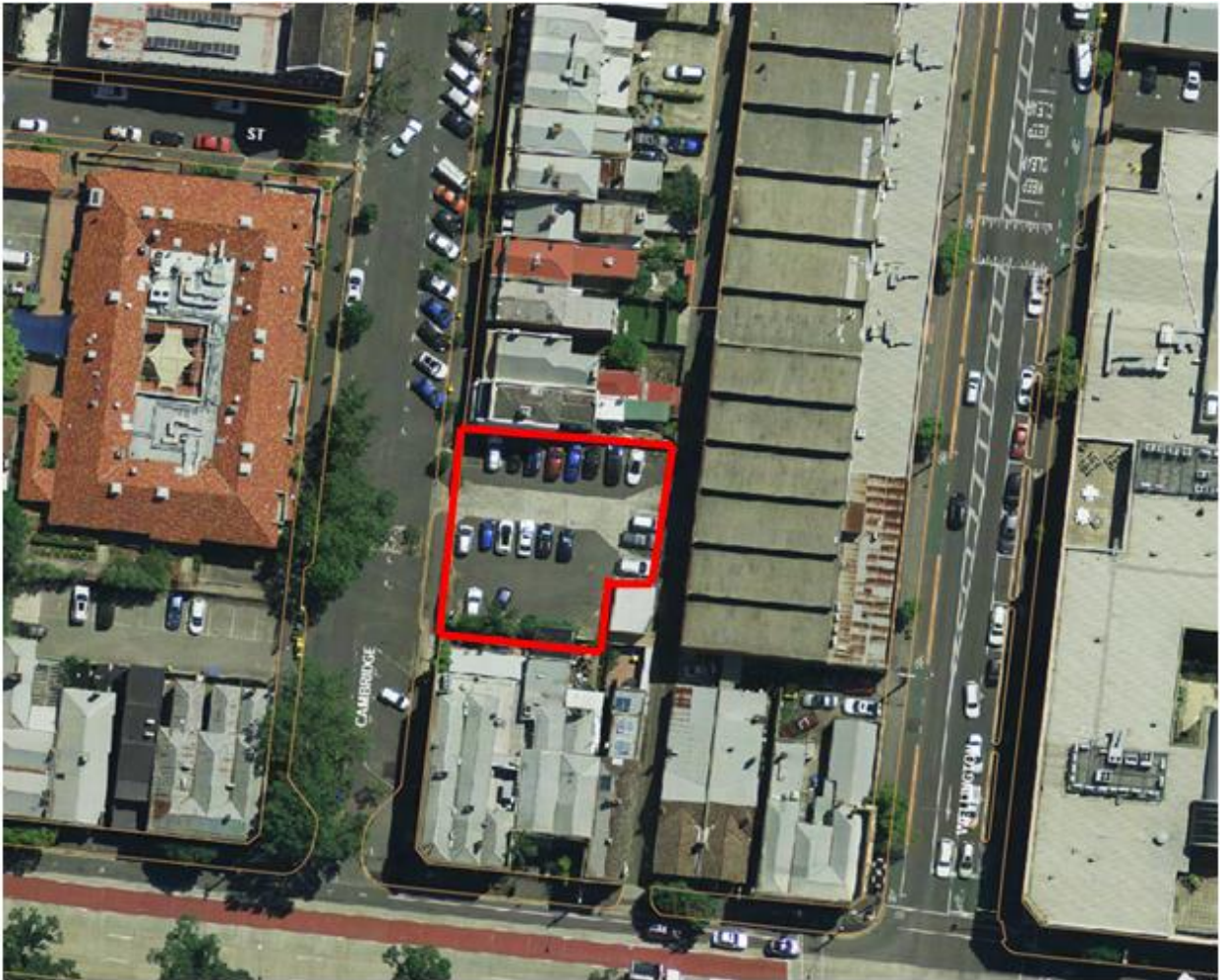
8. The subject site is located on the eastern side of Cambridge Street and technically forms part of a larger site addressing Wellington Street (No. 1-57 Wellington Street). The Certificate of Title describes the address of the land as No. 1-35 Wellington Street, however this particular site is located to the west of the larger site and separated by a laneway. Access to the site is from Cambridge Street and all street frontages also address this interface. There are no views to the site from Wellington Street.
9. The site has a frontage to Cambridge Street of 24m and a maximum depth of 26m, yielding an overall area of 623sqm. The south-east corner of the land wraps around a single-storey garage, which is associated with land to the south (No. 67 Victoria Parade). The site is currently used as a car-park, and covered in concrete, with vehicle access available from Cambridge Street and the laneway along its eastern boundary. The land slopes downwards from the west to the east, with no structures on the land.



Surrounding Land

10. The surrounding land is characterised by a mix of uses, predominantly commercial and residential, with a substantially fine-grained pattern of subdivision. The land to the north and east is zoned Mixed Use, with sites to the south within Commercial 1 Zoned land, and a site to the west within a Public Use Zone (Schedule 3).
11. The site is located within a highly intact Victorian streetscape, with the immediate built form predominantly double-storey in scale.
12. The inner city location ensures the site is well serviced by infrastructure and public transport accessibility, with:

- (a) Victoria Parade and associated tram services, 35m to the south;
- (b) Smith Street Major Activity Centre and associated tram services, 195m to the west;
- (c) Brunswick Street Major Activity Centre, 700m to the west; and,
- (d) The North Richmond Train Station, approximately 800m to the south-east.



13. The subject site is outlined in the image above, with the immediate abutments described below.

North

14. To the north is a row of double-storey Victorian terraces. No. 14 Cambridge Street largely abuts the shared boundary, with the rear section of dwelling set back 1.2m. A habitable room window addresses this setback at ground level. Secluded private open space (SPOS) is located on the eastern side of the site, with access provided from the rear laneway.

East

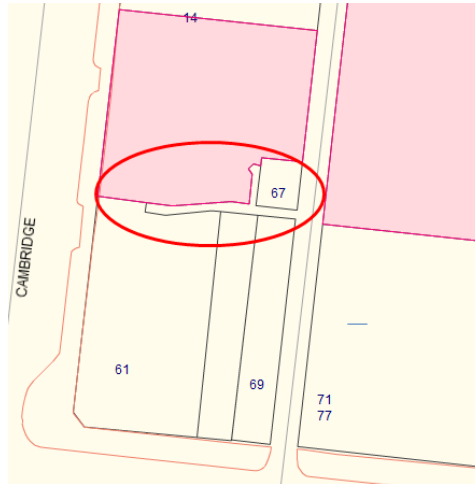
15. A single-storey garage, associated with the site at No. 67 Victoria Parade to the south, sits in the south-east corner of the subject site (a narrow section of land separates the subject site from this structure). A 3.5m wide laneway extends along the eastern boundary, with access from Victoria Parade in the south to Derby Street in the north. This laneway provides vehicle access to a number of sites addressing Cambridge Street.
16. To the east of the laneway is No. 1-57 Wellington Street. A double-storey warehouse with a saw-tooth roof occupies this site, extending to all four boundaries. A planning application (PLN16/0922) is currently under consideration by Council for the construction of a 14 storey building (plus basement levels), use of part of the land for shops and offices and reduction in the car parking requirements. This permit application also incorporates the site to the south, at No. 71-77 Victoria Parade.

West

17. To the west is Cambridge Street, with a double-storey aged-care residential facility (Cambridge House) further to the west and the Collingwood English Language School to the north-west.

South

18. The site is largely separated from sites to the south by a narrow section of land measuring 1.2m in width – see image below.



19. The land directly abuts a portion of one parcel of land to the south, occupied by the Baden-Powell Hotel. This hotel offers residential accommodation, with no live music provided. A partially covered beer garden and bottle shop is located on the northern side of the land, with this site extending from No. 61-65 Victoria Parade.
20. The remaining sites (67 & 69) contain a mixture of commercial and residential uses, with areas of SPOS to the north. As can be seen in the following image, an array of solar panels is located on the rear roof of 69 Victoria Parade.



The Proposal

21. The proposal is for the construction of a 6-storey building (inclusive of basement) part demolition, with a reduction in the car parking requirement. A total of 18 dwellings are proposed (14 x 1 bedrooms and 4 x 2 bedrooms).

Demolition

- (a) Removal of all boundary fencing and areas of concrete, with the crossover to Cambridge Street removed and the kerb reinstated.

Buildings and works

Basement

- (b) Construction of a basement level, to be accessed via the rear laneway via a shallow ramp. A roller door is located at the bottom of the ramp.
- (c) The basement will extend along the north, south and west boundaries, with the eastern wall set back 2.54m from the east boundary.
- (d) This level will contain a mixture of car stacker units and 3 single spaces (13 car parking spaces in total), along with 34 bicycle parking spaces and 18 storage units.
- (e) A refuse room, services rooms and a 4,000L rainwater tank will also be located at this level, with a stairway and lift in the south-east corner.

Ground Level

- (f) The ground floor façade will be slightly elevated above the Cambridge Street footpath (.91m). A low brick wall extends along this interface.
- (g) The southern part of the façade abuts the front boundary, with the northern section set back 1.55m and 3.75m. Vegetation is provided within this setback.
- (h) Balconies address Cambridge Street, with a central pedestrian entrance provided.
- (i) This level abuts the northern boundary for a length of 7.6m, then is set back 4m from the boundary, with a roof garden located within this setback;
- (j) The rear, eastern setback is staggered, ranging from 2.54m, 3.75m and 8.4m from the laneway. Areas of garden are located within the two larger setbacks;
- (k) The southern wall largely abuts the southern boundary, with the exception of a lightcourt, set back 3.48m;
- (l) This level contains 6 dwellings, with a central corridor and the stairway/lift access at the southern end.

Level 1

- (m) The level 1 façade mirrors the setbacks at ground level, with balconies addressing Cambridge Street;
- (n) Setbacks from the northern boundary are also replicated, with minor increases to the eastern setbacks. The southern wall also matches the building footprint below;
- (o) The internal layout mirrors the ground level layout, with 6 dwellings, a central corridor and the stairway/lift access at the southern end.

Level 2

- (p) Setbacks at level 2 will increase from the east, north and west boundaries, with the southern wall maintaining the footprint below. There will be no section of the northern wall built to the boundary, with areas of roof gardens within the increased setbacks;
- (q) 4 dwellings will be accommodated at this level. The length of the internal corridor will be reduced, with the lift and stairway continuing to abut the south-east corner of the site.

Level 3

- (r) As with the level below, setbacks from the east, north and west boundaries will increase, with the southern wall maintaining its boundary abuttal;
- (s) This level will contain 2 dwellings, and the kitchen/living area of a third;
- (t) A substantial terrace will extend along the front section of this level.

Level 4

- (u) The bedroom of one of the dwellings on Level 3 will be located at this level, along with the lift overrun, plant area and a large terrace;
- (v) The level will be centrally located; however the stairway and services will continue to abut the south-east corner of the site.

General

- (w) The proposal has a maximum height of 17.87m, with the highest point of the development located in the south-east corner;
- (x) The individual apartments have not been numbered on the floor plans. For ease of reference if any future amendments are sought, this detail will be required via a permit condition, if one is to issue;
- (y) Air-conditioning units are located within each separate balcony;
- (z) Landscaping will be incorporated into the building design through the use of planter boxes, roof gardens and vertical gardens;
- (aa) The building façade will be vertically separated by a central entrance and void above, with the two separate frontages further articulated through the use of vertical columns.
- (bb) The development will be constructed of light to mid-grey brickwork, with timber-look screens used throughout as feature walls and privacy screens.
- (cc) It is noted that the elevations include details of adjacent fences/built form – if a planning permit is to issue, a condition will require these details to either be removed or dashed so as not to obscure the proposed development.

ESD features

- (dd) Natural ventilation has been provided throughout, with the use of sliding doors to balconies and operable windows;
- (ee) All habitable rooms will have access to natural daylight;
- (ff) An average apartment energy rating of 6.5 stars will be achieved, with high efficiency gas hot water systems and water efficient fixtures and fittings used;
- (gg) Light sensors will be provided in common areas;
- (hh) A 4,000L rainwater tank will be connected to toilets within the development, achieving a STORM rating of 100%. The toilet connection is outlined in the Sustainable Management Plan (SMP) submitted with the application, however has not been notated on the plans. If a planning permit is to issue, such a notation would be required via a permit condition on all relevant drawings;
- (ii) The development achieves a 'walk score' of 99/100;
- (jj) The development achieves a BESS Score of 58%, with 50+ being best practice; and,
- (kk) The SMP stipulates that 30 bicycle parking spaces will be provided, with the decision plans noting 34 spaces. The sketch plans amend this number to be consistent, at 30 spaces.

Planning Scheme Provisions

Zoning

Clause 32.04 - Mixed Use Zone

- 22. Pursuant to clause 32.04-2 of the Scheme, a planning permit is not required to use the land for the purpose of dwellings.
- 23. Pursuant to clause 32.04-6, a planning permit is required for the construction of residential buildings.
- 24. Clause 55 of the Scheme does not apply to a development of five or more storeys.
- 25. Clause 58 does not apply to an application for a planning permit lodged before the approval date of Amendment VC136 (13 April 2017).

26. Pursuant to Clause 32.04-10, a building must not be constructed that exceeds the maximum building height specified in a schedule to this zone. It is noted that there is no maximum building height specified in the schedule to the Mixed Use Zone.

Overlays

Heritage Overlay

27. Pursuant to clause 43.01-1 of the Scheme, a planning permit is required to construct or carry out works, including demolition.

Particular Provisions

Clause 52.06 (Car Parking)

28. Clause 52.06-2 requires that before a new use commences, the number of car spaces specified under Clause 52.06-5 must be provided. Clause 52.06-3 states that a permit is required to reduce the number of car spaces required under this clause.
29. The Clause 52.06-5 requirements, the proposal provision and the subsequent shortfall are shown below.

Use	Bedrooms/ Area	Rate	No. required	No. proposed
Residential	14 x 1 bedroom dwellings 4 x 2 bedroom dwellings	1 space per 1 and 2 bedroom dwelling	18	13
		1 space for visitors to every 5 dwellings for developments	3	0
Totals			21	13

30. The development seeks a reduction of 8 car parking spaces, 5 x residential and 3 x visitor.

Clause 52.34 (Bicycle Facilities)

31. Pursuant to Clause 52.34-3, in developments of four or more storeys, 1 resident bicycle parking space should be provided for every 5 dwellings plus 1 visitor space for every 10 dwellings.

Use	Bedrooms/ Area	Rate	No. required	No. proposed
18 x dwellings	14 x 1 bedroom dwellings	1 space per every 5 dwellings	3	34
32. The proposal exceeds the bicycle parking rate.	bedroom	1 space for visitors to every	2	0
33. Clause 52.34-4 provides design standards for bicycle spaces and signage.	10 dwellings	10 dwellings for developments		
Totals			5	34

General Provisions

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)

Clause 11.02 (Urban Growth)

35. Clause 11.02-1 (Supply of Urban Land) the objective is:
- (a) *To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.*

Clause 15.01 (Built Environment and Heritage)

36. Clause 15.01-1 (Urban design) objective 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)

37. 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'.*
38. This clause also states that planning must consider as relevant:
- (a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*
- (b) *Apartment Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*

Clause 15.01-5 (Cultural identity and neighbourhood character)

39. The objective of this clause is *'to recognise and protect cultural identity, neighbourhood character and sense of place'.*

Clause 15.02-1 (Energy and resource efficiency)

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

Clause 16.01-1 (Integrated housing)

41. The objective of this clause is *'to promote a housing market that meets community needs'.*

Clause 16.01-2 (Location of residential development)

42. The objective of this clause is *'to locate new housing in or close to activity centres and in urban renewal precincts and sites that offer good access to jobs, services and transport'.*

Clause 16.01-3 (Housing opportunity areas)

43. The objective of this clause is *'to identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne'*.
44. The strategy for this policy to *'identify housing development opportunities that are'*:
- (a) *In and around the Central City.*
 - (b) *Urban-renewal precincts.*
 - (c) *Areas for residential growth.*
 - (d) *Neighbourhood activity centres - especially those with good public transport connections.*
 - (e) *Areas near existing and proposed railway stations that can support transit-oriented development.*

Clause 16.01-4 (Housing diversity)

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

Clause 18.02-1 (Sustainable personal transport)

46. The objective of this clause is:
- (a) *To promote the use of sustainable personal transport.*

Local Planning Policy Framework (LPPF)

47. The following LPPF provisions of the Scheme are relevant:

Clause 21.05-2 (Urban design)

48. The relevant Objectives of this Clause are:
- (a) *Objective 16 - To reinforce the existing urban framework of Yarra;*
 - (b) *Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development;*
 - (c) *Objective 18 - To retain, enhance and extend Yarra's fine grain street pattern;*
 - (d) *Objective 19 - To create an inner city environment with landscaped beauty;*
 - (e) *Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric;*

Clause 21.06-1 (Walking and cycling)

49. This Clause builds upon the Objectives outlined at Clause 18, promoting cycling, walking and public transport as alternatives to private motor vehicle usage.
- (a) *Objective 30 - To provide safe and convenient bicycle environments;*
 - (b) *Objective 32 - To reduce the reliance on the private motor car;*
 - (c) *Objective 33 - To reduce the impact of traffic;*

Clause 21.07-1 (Environmentally sustainable development)

50. The relevant objective of this Clause is:
- (a) *Objective 34 To promote ecologically sustainable development:*

Clause 21.08-5 (Collingwood)

51. Clause 21.08-5 describes the neighbourhood as follows:

- (a) *Much of Collingwood is industrial in character with the residential precincts surrounded by or interspersed with industrial buildings.*

Local Policies

Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay)

- 52. *Clause 22.02 of the Scheme applies to all development where a planning permit is required under the Heritage Overlay. The objectives of the policy include:*
 - (a) *to conserve Yarra's natural and cultural heritage;*
 - (b) *to conserve the historic fabric and maintain the integrity of places of cultural heritage significance;*
 - (c) *to retain significant view lines to, and vistas of, heritage places;*
 - (d) *to preserve the scale and pattern of streetscapes in heritage places;*
 - (e) *to encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places;*
 - (f) *to ensure that additions and new works to a heritage place respect the significance of the place;*
 - (g) *to encourage the retention of 'individually significant' and 'contributory' heritage places.*
- 53. *Clause 22.02-5.7 (New Development, Alterations or Additions)*
 - (a) *Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:*
 - (b) *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
 - (c) *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
 - (d) *Be visually recessive and not dominate the heritage place.*
 - (e) *Be distinguishable from the original historic fabric.*
 - (f) *Not remove, cover, damage or change original historic fabric.*
 - (g) *Not obscure views of principle façades.*
 - (h) *Consider the architectural integrity and context of the heritage place or contributory element.*
- 54. *This policy refers to an incorporated document (City of Yarra Review of Heritage Areas 2007 Appendix 8, revised March 2017), which identifies the level of significance for all buildings/sites within the Heritage Overlay. In this instance, the site is identified as 'not-contributory' to the Victoria Parade Heritage Precinct.*

Clause 22.05 (Interface Uses Policy)

- 55. *This policy applies to applications for development within Mixed Use Zones (amongst others).*
- 56. *The relevant objectives of this clause is;*
 - (a) *To enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes;*
 - (b) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*
- 57. *This policy outlines recommendations for dwelling design to incorporate measures to protect future residents from noise, fumes, vibration, light spillage and other likely disturbances. Further it encourages the location of noise-sensitive rooms and openings away from the interface; the provision of acoustic assessment reports where necessary; and appropriate siting, setbacks, articulation and screening to prevent overlooking.*

Clause 22.07 – Development Abutting Laneways

58. The objectives at Clause 22.07-2 include;
- (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 22.12 (Public Open Space Contribution)

59. The subject site is in an area where land is the preferred method of public open space contribution (area 3066C).

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

60. This policy applies to new buildings and contains the following (relevant) objectives;
- (a) *To achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended);*
 - (b) *To promote the use of water sensitive urban design, including stormwater re-use.*
 - (c) *To mitigate the detrimental effect of development on downstream waterways, by the application of best practice stormwater management through water sensitive urban design for new development.*

Clause 22.17 (Environmentally Sustainable Design)

61. 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 Relevant Documents

62. Clause 15.01-2 states that planning must consider as relevant:
- (a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*
 - (b) *Apartment Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*

Advertising

63. The application was advertised in accordance with Section 52 of the *Planning and Environment Act 1987* (the Act) by way of 51 letters sent to the surrounding property owners/occupiers and two signs displayed on site.
64. 10 objections were received to the application, these can be summarised as:
- (a) Visual bulk/height concern;
 - (b) Lack of integration with neighbourhood character;
 - (c) Reduction in car parking (insufficient visitor parking);
 - (d) Increased traffic congestion and noise;
 - (e) Potential off site amenity impacts (overshadowing, overlooking, loss of daylight, noise);
 - (f) Overshadowing of solar panels to the south;
 - (g) Incorrect details on the plans (regarding residential sites to the south).

65. The grounds of objections will be considered and addressed as relevant throughout the following assessment.
66. A Consultation Meeting was held on 28 February 2017, where the key issues raised in the objections were discussed with the Permit Applicant, Objectors and Planning Officers present.
67. As a result of the matters raised at the consultation meeting and within the referral advice, the Applicant submitted a set of sketch plans on 24 July 2017. The changes incorporated into these amended plans were outlined earlier within this report, with the sketch plans attached to this report.

Referrals

68. The application was referred to the following internal departments.
 - (a) Engineering Services Unit;
 - (b) Urban Design;
 - (c) Heritage;
 - (d) Open Space;
 - (e) City Works;
 - (f) ESD Advisor.
69. Referral comments are attached to this report.

OFFICER ASSESSMENT

70. The following key issues and policies will be used to frame the assessment of this planning permit application:
 - (a) State and Local Planning Policy Framework Summary;
 - (b) Built form and design;
 - (c) Heritage;
 - (d) Off-site Amenity Impacts;
 - (e) Internal Amenity;
 - (f) Car parking/bicycle provision/Traffic & Waste;
 - (g) Objector concerns.

State and Local Policy Frameworks (SPPF and LPPF)

71. The proposal seeks to develop a vacant site and provide new housing opportunities in an established urban area with good access to infrastructure and services. This is consistent with Clauses 16.01-1 and 16.01-2 of the Scheme, which seek to *increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations* and to *locate new housing in or close to activity centres and employment corridors that offer good access to services and transport*. Further, the proposal is consistent with Clause 11.02 of the SPPF which aims to provide *opportunities for the consolidation, redevelopment and intensification of existing urban areas* and Clause 21.04-1 of Council's MSS, which aims to *support residual population increases in established neighbourhoods*.
72. The site is located within walking and cycling distance of employment opportunities along Smith Street, Brunswick Street and Victoria Parade and is well serviced by trams, with these services providing direct access to the CBD.
73. To guide the process of redevelopment and urban renewal of the subject site and surrounding land, the provisions of the Scheme relevant to design, heritage and built form are contained at Clauses 15, 21.05 and 22.02. These provisions and guidelines support development that responds to the existing or preferred neighbourhood character.

Particular regard must be had to the acceptability of the design in terms of height and massing, street setbacks and relationship to adjoining buildings. These elements will be discussed in detail below.

Built form and design

74. Before deciding on an application, the responsible authority must consider the decision guidelines in Clause 65 and the State and Local Planning Policy Frameworks. All of these decision guidelines will be captured within the urban design assessment for this proposal, which is principally guided by clauses 15.01-2 (Urban design principles) and 21.05 (Urban design); as well as the *Urban Design Guidelines for Victoria* (UDG) and *Apartment Design Guidelines for Victoria* (ADG).

Neighbourhood character, massing and height

75. The issues of neighbourhood character, massing and height are closely intertwined and will be considered together. The subject site is located in an area which is mixed with regards to height and built form, with the surrounding neighbourhood predominantly double-storey and higher in scale. The Baden-Powell Hotel, directly to the south, presents as triple-storey to the street, with higher elements of built form clearly visible further to the north along Cambridge Street. The Collingwood English Language School extends to an overall height which would be the equivalent of a modern, five-storey building, with a contemporary five to six-storey building at No. 46 Cambridge Street. This building has a triple-storey street-wall, articulated through the use of balconies, with setbacks above. The contemporary design reflects that being sought as part of this application, with clearly discernible vertical elements within the façade maintaining the fine-grain pattern of development along the street.
76. The proposal is technically recognised as a six-storey building, as the basement level extends more than 1.2m above ground level within one area of the site. However, the built form presents as a five-storey building to Cambridge Street, with the raised basement walls adding minimal height to the overall development.
77. The building will present a double-storey street wall to Cambridge Street, with the height of the podium referencing the parapet heights of both adjoining buildings, as can be seen in the image on the following page. The use of balconies within these levels will provide visual interest and articulation to the façade, whilst reflecting the traditional design of façade balconies within the Victorian dwellings to the north.
This design response is consistent with Section 1 (Siting and Building Arrangement) of the ADG, which encourages outlooks from dwellings that create good visual connections with the external environment.
78. The raised height of the ground floor dwellings above street level accord with objective 5.2.2 of the UDG, by providing both a sense of privacy and better sightlines to streets and public spaces. Whilst the dwelling facades are elevated, the central pedestrian entrance is maintained at ground level, ensuring that accessibility into the building is not compromised. The individual placement of the balconies within the façade creates a sense of address for each dwelling, as outlined in Objective 5.2.1b of the UDG, which aims to differentiate dwelling façades within higher density residential buildings.
79. The provision of landscaping also assists in creating an active interface, whilst making a positive contribution to the public realm. Council's Urban Design Unit was supportive of this outcome.
80. The proposal sits comfortably within the streetscape and provides an appropriate scale transition to the adjoining sites. Further, considering the location of the site within close proximity to a main thoroughfare with a highly developed streetscape (which will be developed further in the future), the proposed five-storey height of the building is an appropriate outcome.

Buildings extending to approximately ten-storeys in height are visible on the southern side of Victoria Parade, with the Tribeca Apartments at 162 Victoria Parade one example of this higher built form. The height of the buildings addressing Victoria Parade, on the southern side of the site, will inhibit views to the building from this direction.



81. Level 3 and the floors above have been set back from the street frontage, with the highest built form located in the south-east corner of the site. Whilst this outcome is appropriate from a design and heritage perspective by reducing views from Cambridge Street, it may result in unreasonable off-site amenity impacts to the southern sites. This will be discussed in turn later within this report.
82. The overall height of the development is an acceptable addition to the scale of built form within the area, particularly given the recessive design of the upper levels. Higher built form in the immediate area is clearly an emerging characteristic of the neighbourhood, particularly with regards to a number of undeveloped sites within proximity to the land.
83. The boundary to boundary development is characteristic of the streetscape on both sides of Cambridge Street, with the central pedestrian entrance providing a degree of separation between the façade to reference the vertical elements within adjoining buildings. This vertical design is further enhanced through the use of columns within the two distinct sections of façade, and maintains the proportions of the dwelling facades to the north and the overall fine-grain pattern of development within the street.
84. The predominant external materials in the street are a combination of smooth, painted render and exposed and painted brickwork. The material palette is contemporary, and integrates well with modern development within the vicinity. The development is considered to be an appropriate response within the neighbourhood.

Public realm, light and shade and pedestrian spaces

85. This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. In this respect, the proposal improves the site's integration with the streetscape, transforming an empty car park into an attractive development with a good degree of passive surveillance and connection to the street.
86. The existing vehicle crossing will be removed from the Cambridge Street frontage, with all vehicle access to be provided from the rear laneway. This allows for an improved pedestrian experience.

87. In terms of overshadowing, the only overshadowing of footpaths would be restricted to the eastern footpath, with no shadows extending to the western side of Cambridge Street. These additional shadows would dissipate by 11am, with no afternoon shadows affecting the public realm. This outcome is acceptable.

Landscape architecture

88. Landscaping will be incorporated into the building design through the use of planter boxes, roof gardens and vertical gardens. A high degree of vegetation will be visible within the Cambridge Street façade, providing a softened response to the built form. Planting schedules and details of plant species have been provided in the form of landscape plans for each level.
89. The development was internally referred to Council's Open Spaces Unit, with the following comments and recommendations received;
- (a) The landscape plan does not include reference to the existing street trees on Cambridge Street, directly in front of the subject site. Any trees proposed to be removed should be included on the plans, along with details of their height and spread. For existing trees to be retained, details of the protection measures that will be in place during construction should be provided (this can be required via a Tree Management Plan, should a permit be issued);
 - (b) Details of how the planters will be water proofed, drained and irrigated are required;
 - (c) Details of how the external planters will be accessed for maintenance should be provided;
 - (d) Further detail is requested on the proposed slatted screens, with regards to how vertical planting will be achieved;
 - (e) Consideration should be given to the water use required by the rooftop gardens and vertical planting. Either captured roof run off or a grey water system from building use should be considered.
90. If a planning permit is to issue, these requirements can be facilitated via permit conditions.

Architectural Quality

91. The contemporary design is appropriate and responds well to the simple, symmetrical features displayed in the adjoining traditional buildings. The design response is such that it provides articulation to all levels. This is achieved through the inclusion of balconies, windows, varied setbacks and various materials. The light colour scheme allows the new built form to integrate well with existing heritage buildings along the Cambridge Street streetscape, with the flat roof form also referencing a number of parapet designs and modern roof forms in the vicinity.

Environmentally Sustainable Design

92. Redevelopment of a vacant site in a built-up area makes efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes and community services reduces the reliance on private vehicles. Policy at clauses 15.02-1, 21.07, 22.16 and 22.17 of the Scheme encourage ecologically sustainable development, with regards to water and energy efficiency, building construction and ongoing management.
93. Council's ESD Officer was largely satisfied with the proposal; noting that the dwellings were all provided with good access to natural ventilation and daylight, along with an average 6.5 Star NatHERS thermal energy rating, thereby exceeding the minimum NCC requirements. Each dwelling will be provided with energy efficient fixtures, lighting, appliances and heating/cooling systems.

94. A 4,000L rainwater tank will be located within the basement; the SMP notes that this tank will be connected to toilets within the development. A STORM rating of 100% will be achieved. This is consistent with Section 9.1 of the ADG, which encourages the capture and use of rainwater and stormwater to the maximum extent practicable for non-potable uses including toilet flushing, clothes washing, garden watering and green roofs (where practical). As noted within the landscaping section of this report, a condition can ensure that captured water is also used for irrigation, if a permit is to issue. This may result in an increase to the overall capacity of the rainwater tank.
95. Dwellings will be oriented to face east, west and north, with no reliance on southern daylight. This is an appropriate outcome. However because of the dwelling orientations, potential concern with solar gain during the summer months was highlighted, with the use of shading devices recommended. ESD advice noted that external adjustable shading systems to all east, north and west-facing glazing exposed to summer sun should be provided through the use of retractable awnings, louvers, fins, etc. Alternatively it could be demonstrated that dwellings on the upper levels have reasonable cooling loads (<30MJ/m²) without additional shading. If a planning permit is to issue, these amendments can be facilitated via permit conditions.
96. Additional matters raised within this advice are as follows;
 - (a) The heating and cooling loads entered into the BESS report do not equal the 6.5 Star average rating in Melbourne climate zone. These would require updating with accurate figures;
 - (b) A consistent number of bicycle parking spaces should be shown on the plans and within the SMP;
 - (c) The total site area is 623m², not 515m² as stated in the STORM report. This would require updating with accurate figures.
97. All of these requirements can be facilitated via permit conditions, if one is to issue.
98. Whilst not specific requirements, Council's ESD Officer also suggested that consideration should be given to providing a solar PV array, and an increased capacity for the rainwater tank to allow for irrigation.

Given the level of landscaping to be incorporated into the design, along with the previous advice provided by Council's Open Spaces Unit regarding water supply for garden areas, the recommendation to increase the tank's capacity to allow for irrigation is supported and would be included via a condition, if a permit is to issue.

99. Whilst the roof space is relatively limited, Council's ESD Advisor has confirmed that adequate space would be available for a solar PV array to provide electricity to common areas. The Applicant has confirmed that they are comfortable with this proposal, which can be added via a condition if a permit is to issue.
100. Subject to the improvements proposed, the proposal provides a high standard of environmentally sustainable design.

Heritage

101. The relevant purpose of the Heritage Overlay is to ensure that development does not adversely affect the significance of heritage places. The subject site is included in HO336, which applies to the Victoria Parade Heritage Precinct. The site is identified as 'not-contributory' within this precinct. Clause 22.02 articulates Council's local planning policy in relation to development guidelines for sites subject to the heritage overlay.

Demolition

102. No issue is raised with the demolition of the existing car park and fencing; with these elements making no contribution to the surrounding heritage precinct.

Buildings and works

103. The key heritage consideration for assessing the proposed works is whether the development will adversely affect the significance, character or appearance of the broader heritage precinct, with objectives at Clause 22.02-4 aiming to preserve the scale and pattern of streetscapes in heritage places, and retain significant views lines to, and vistas of, heritage places.
104. As noted earlier, Cambridge Street provides a substantially fine-grain settlement pattern, with a large number of highly intact Victorian-era terraces. It is therefore important to maintain the existing development pattern in which the subject building is located, and ensure that any new works are sympathetic to the double-storey scale of the fine-grained Victorian streetscape.
105. The specific requirements at Clause 22.02-5.7.1 encourage new developments in heritage places to achieve the following;
- (a) *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
 - (b) *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
 - (c) *Be visually recessive and not dominate the heritage place.*
 - (d) *Be distinguishable from the original historic fabric.*
 - (e) *Not remove, cover, damage or change original historic fabric.*
 - (f) *Not obscure views of principle façades.*
 - (g) *Consider the architectural integrity and context of the heritage place or contributory element.*
106. The proposal development is considered to achieve these objectives.
107. Council's Heritage Advisor raised no issue with the overall height of the development, noting that the height of the Cambridge Street frontage reflects the scale of a typical double-storey Victorian commercial building, with the balconies addressing Cambridge Street referencing balconies found in the facades of double-storey Victorian terraces to the north.
108. The Cambridge Street façade has been articulated in a vertical manner, so as to maintain the fine-grain pattern along the street, with the design response ensuring that the higher elements of built form are located away from the main street frontage.
109. The setback provided for the northern half of the façade replicates the setback pattern of the Victorian terraces to the north, thereby respecting the rhythm of the streetscape and ensuring that the new building does not dominate the adjacent heritage places. This setback response also maintains views to these heritage facades.
110. The design of the building, coupled with the use of contemporary material, clearly differentiates it from original heritage fabric within the streetscape, with the brickwork providing a balance between the render and original brick finishes found in the precinct. Whilst Council's Heritage Advisor raised concerns with the use of timber battens, this was largely related to the fact that exposed timber is difficult to maintain and may become unsightly. There was no reference to the use of the timber in relation to the heritage streetscape. It has since been confirmed that the timber is actually 'timber-look' material, and will be composed of aluminium. This outcome is acceptable.
111. Overall, the proposal appropriately responds to the particular requirements contained within Clause 22.02 of the Scheme, and is an acceptable response to new built form within the Victoria Parade Heritage Precinct.

Amenity Impacts on Neighbouring Properties

112. The policy framework for amenity considerations is contained within clause 22.05 (Interface uses policy). Clause 55 of the Scheme provides some guidance on these matters (although not strictly applicable).

Visual bulk

113. It has been highlighted a number of times throughout this assessment that the higher built form associated with the development is located in the south-east corner of the site. Whilst this response provides a good outcome in terms of restricting visibility from the principal streetscape of Cambridge Street, and allows for a substantial separation from the residential interface to the north, it results in a 17.8m high wall along part of the southern boundary.
114. The decision plans described all of the sites to the south as 'commercial' in nature. It has since been verified that two of these buildings contain residential components, with areas of SPOS located on the northern side of each site. Although a 1.2m wide section of land separates the rear boundaries of these sites with the proposed wall, and it is acknowledged that the dwellings are located within commercially zoned land, the scale of the wall is considered to result in overwhelming visual impacts to these sites and was highlighted as a concern by Council. As outlined in paragraph 61 of *Leading Edge Construction v Yarra CC [2011] VCAT 3098*, Member Davies stated that;

*Existing residents in the B1Z are entitled to 'some basic amenity measures'.
Redevelopment of neighbouring sites should not be 'totally obliterating' their amenity.*

115. This issue was further addressed at paragraph 47 of *Martin Stuart Pty Ltd v Port Phillip CC [2000] VCAT 887*, where Deputy President Macnamara stated;

The owners and occupiers of allotments at such zone interfaces must both make compromises. The occupier of the residential allotment must accept a lower residential amenity. The occupier of the business zone allotment must accept a possible requirement that the height and intensity of development that may be appropriate elsewhere in the zone be softened or scaled down at the boundary.

116. The amended sketch plans have sought to address this issue, by relocating the stairway and services area and reducing the height of the boundary wall to a maximum of 8m. Setbacks from the southern boundary have also been incorporated into all levels above level 2, further reducing visual impacts from this interface. These changes have resulted in a substantial decrease in the concentration of height in the south-east corner, whilst maintaining the setbacks from the remaining boundaries. This ensures that visual impacts have not been relocated to other areas and is a positive outcome that also assists in reducing potential overshadowing impacts to these sites (to be discussed later within this assessment). If a planning permit is to issue, the reduction in height and increase in setbacks demonstrated in the sketch plans can be required via a permit condition.

Daylight to windows

117. Whilst Standard B19 at 55.04-3 (Daylight to existing windows objective) does not technically apply, it provides guidance as to whether any existing habitable room windows are unreasonably affected by the proposed development. This Standard notes;
- (a) Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3sqm and minimum dimension of 1m clear to the sky. The calculation of the area may include land on the abutting lot; and,
 - (b) Walls more than 3m in height opposite an existing habitable room window should be set back from the window at least 50 per cent of the height of the new wall.

118. The closest habitable room windows within proximity to the development are located within the dwelling to the north and the residential components of the dwellings to the south. The window to the north is set back 1.2m within the adjoining site, with a high fence (approximately 2m in height) extending along the shared boundary. The height of this fence, along with the southern orientation of the window, already inhibits daylight to this room to a degree.
119. The lower ground (basement) wall will extend along this boundary, with a setback of 0.26m from the boundary and an overall setback of 1.51m from the window. The wall will be 2.4m high. The 1.51m setback provided from this window will ensure that a light court to match the dimensions outlined within Standard B19 above will be achieved.
120. The following table outlines that the setbacks at ground level and above provided from the northern window will all comply with Standard B19 (Daylight to windows);

Level – wall height	Setback provided	Setback required to comply with Standard B19 (Daylight to windows)	Complies?
Ground – 4.6m	5.33m	2.3m	Yes
Level 1 – 8.1m	5.33m	4.05m	Yes
Level 2 – 11.2m	8m	5.6m	Yes
Level 3 – 14.2m	10.8m	7.1m	Yes
Level 4 – 17m	13.8m	8.5m	Yes

121. The only habitable room window to the south is within the rear wall of No. 67 Victoria Parade. This window is set back 7.55m from the southern boundary of the subject site, with the decision plans proposing the construction of a 17.8m high wall along this boundary. To comply with the Standard, a setback of 8.9m would be required.
122. Whilst this window is associated with a dwelling in a commercial zone, the loss of daylight combined with visual impacts to this window is considered to result in an unreasonable outcome. However a condition associated with amended sketch plans has been required, if a planning permit is to issue, which would reduce the height of this wall to 8m and subsequently reduce the setback requirement to 4m.
123. Standard B20 at Clause 55.04-4 of the Scheme is a more stringent test with regards to north-facing windows. To meet this Standard, an 8m high wall should be set back 4.08m from a north-facing window. Whilst the Standard does not technically apply (with the north-facing window beyond 3m from the subject site's southern boundary), the distance between the window and new wall of 7.55m comfortably meets the setback requirement for the amended wall.
124. Based on this alteration, it is considered that neither daylight nor direct solar access to habitable room windows within proximity to the development will be unreasonably compromised as a result of this proposal.

Overlooking

125. The only potential overlooking opportunities to adjacent residential areas of SPOS would be to the north and south, with no residential interfaces to the east or west of the site.

South

126. The decision plans indicate that two east-facing bedrooms windows (at ground and first-floor) would address a light court adjacent to the southern boundary, and may allow views to fall within the SPOS associated with No. 67 Victoria Parade.

However as conditions have required amendments that rely on the sketch plans, the altered internal rearrangement of the dwellings at all levels has transformed this outcome. New overlooking opportunities that may arise from the amended floorplans are associated with an east-facing kitchen window and bedroom window at level 1 and a south-facing bedroom window at level 2. Any downward views above these levels are considered to be appropriately limited by the existing northern boundary fence of this adjacent site.

127. The elevations and sections indicate that the use of privacy screens or planter boxes will limit views from the bedroom windows at levels 1 & 2. Additional detail regarding the design of the privacy screening has been submitted, demonstrating that full height, upward-angled louvres will be used, to ensure that no downward views are available. To ensure these details are incorporated into the drawings, amended elevations noting the height and transparency of the louvres will be required via condition, if a permit is to issue.
128. Planter boxes will be constructed as permanent features to create appropriate setbacks that alleviate views. The drawings indicate that this measure has been incorporated into level 2, to inhibit southerly views from the south-facing bedroom window at this level, however the sections submitted do not show the full depth of the open space associated with the residential properties to the south. To ensure that overlooking is appropriately limited, an amended section including the dimensions of the planter box, along with the full interface to residential SPOS to the south will be required via a condition, if a permit is to issue. In addition, it is not clear whether the east-facing kitchen window at level 1 will be screened. If a planning permit is to issue, this detail can be clarified via conditions.

North

129. The SPOS associated with No. 14 Cambridge Street is within a 9m radius of the ground level and levels 1-3 of the development. There are a number of habitable room windows and balconies addressing this space, with these aspects unaltered if the sketch plans are to be adopted.
The section diagram at drawing B301 indicates that planter boxes will restrict downward views from the terraces at levels 2 & 3, however it is not clear on the decision plans whether views from the ground and first-floor will be managed.
130. The amended sketch plans have rectified this, by providing what appears to be 1.7m high privacy screens to windows at these levels (as shown on the amended proposed north elevation - B207). Details of these screens are not clear; if a permit was to issue, a condition could ensure that notations indicating the height and transparency of these screens must be shown on the plans.

Overshadowing

131. All of the sites to the south are located within commercially zoned land; with two of these sites containing dwellings and areas of SPOS. These are at Nos. 67 & 69 Victoria Parade and are to the south-east of the subject site. It is also noted that a number of solar panels are located on the roof at No. 69 Victoria Parade.
132. Additional shadows will begin to affect SPOS at No. 67 Victoria Parade by 11am, with shadows affecting both sites by 1pm. By 2pm, both areas of SPOS will be entirely in shadow. Impacts on the adjacent solar panels have not been shown on the decision plans. These details were incorporated into the amended sketch plans, which indicate that at no time throughout the day will the solar panels at No. 69 Victoria Parade be shadowed by the proposed development.

133. The sketch plans incorporate a reduction in height of the 17.8m high wall along the southern boundary, resulting in a minor reduction to these shadows. Additional overshadowing will continue to affect No. 67 Victoria Parade from 11am onwards, with a slight reduction to overshadowing throughout the afternoon. Overall, the afternoon shadows will still impact significant proportions of these areas.
134. It is a well-established view at the Victorian Civil and Administrative Tribunal (VCAT) that residential properties located within Commercial zones cannot expect the same level of amenity as those within residentially zoned areas. VCAT has made numerous comments on the expectations of residents living in commercial areas, such as in *Daniel Stevens (Zero Nine Pty Ltd) v Yarra CC [2011] VCAT 467* which related to the land at No. 105-107 Johnston Street, Collingwood:

[18] In relation to Mr Moir who lives in the neighbouring property to the west, I appreciate that he is concerned at the likely loss of his amenity in terms of the use of the rear courtyard area of his property by him and his family who all live on this neighbouring property. However (as has been said many times before by the Tribunal) anyone who chooses to live on this type of commercially zoned location needs to substantially temper their amenity expectations. For these reasons, I am unconvinced that it would be justifiable for the proposed overall design response to be refused or diluted simply due to the likely amenity impacts on the Moir property. In particular, and as was discussed at the hearing, it seems likely that the Moir courtyard next door would face major overshadowing issues even if a substantially lower level of built form was proposed at the rear of the subject land.

135. With the above commentary in mind, additional overshadowing to the adjacent sites is not unreasonable, however further improvements could be made to the amenity of these adjacent SPOS areas without substantially impacting the overall development. To achieve this, an alteration to the layout of levels 3 & 4 is recommended, with the proposed plant room at level 4 and associated staircase (on its southern wall at levels 3 & 4) to be removed, and the plant room to be relocated within the remaining building footprint. These alterations will result in decreased shadows within the adjacent sites.

Equitable Development

136. In terms of equitable development, there is a current planning application with Council for the development of the site to the east (1-57 Wellington Street). A laneway separates these sites, with the proposal set back from the laneway at all levels. These setbacks, along with the width of the laneway, provide minimum distances of 9m between the boundary of the adjacent site and the edge of east-facing balconies. This distance is acceptable and will allow for the equitable development of this site.
137. It is noted that the proposed section of ground floor directly opposite the subject site (associated with 1-57 Wellington Street) would contain a garage entrance and offices, with levels 1 and 2 proposing balconies constructed to the laneway boundary. The distance of 9m remains an acceptable outcome based on this possible scenario.
138. A single-storey garage is located within the south-east corner of the site. Given the restricted size of this section of land, it is considered unlikely that substantial development would occur in this space. However, if additional levels are constructed in the future, bedrooms at ground and first-floor and a kitchen window at level 2 would be affected. A setback of 1.4m is provided between the sites, ensuring that a light court would be maintained to these rooms. This outcome is considered acceptable, with the bedrooms not as reliant on direct daylight as other habitable rooms, and the kitchen at level 2 having access to an alternative light source and outlook to the north.

Internal Amenity

139. Section 3 (Dwelling Amenity) of the ADG provides guidance with regard to on-site amenity including circulation spaces, site services, dwelling diversity, layout and open space. These guidelines note that functional apartments have layouts which meet the needs of residents with room sizes and configurations which are appropriate for their intended use.

Layout, natural ventilation and daylight

140. It is considered that the apartments will have a good level of internal amenity due to the size, orientation and location of windows. Each dwelling includes windows and a balcony, with Council's ESD Officer confirming that all apartments have been provided with reasonable daylight access to habitable rooms. All dwellings will also have good access to natural ventilation, with large sliding doors providing direct access to adjacent balconies.
141. Section 14.2 of the ADG states that wherever possible, openable windows or doors should be provided into habitable rooms to achieve natural air flow, with section 14.3 encouraging the location and design of windows on different orientations of a dwelling to provide cross ventilation with optimal breeze paths. This outcome has been achieved in many of the dwellings, particularly those with 2 bedrooms.
142. The general layout of the dwellings has been altered by the sketch plans; with this resulting in a positive outcome with regards to the size of internal and external spaces. In the decision plans, 9 of the 14 one-bedroom apartments had floor areas below 50sqm. The sketch plans reduce this number to 3. East-facing snorkel bedrooms at ground and first-floor have been redesigned to allow improved daylight and amenity.

Further, the design of the balconies, with planter boxes used to prevent overlooking to adjacent sites, reduces the need for high screening that would otherwise restrict daylight to internal or external spaces. If a planning permit is to issue, the amendments to the floor plans as shown on the sketch plans can be implemented via a condition.

143. Due to the orientation of the land there are apartments facing east, west and north. There are no apartments that rely solely on a south-facing orientation.

Open Spaces

144. Within Standard B28 of Clause 55 of the Yarra Planning Scheme, a dwelling should have an area of private open space with a minimum area of 8sqm and a minimum width of 1.6m, with convenient access from a living room, with the ADG increasing the minimum dimension to 1.8m.
145. The decision plans indicate that a number of the 1 bedroom units do not meet this requirement, with balconies limited to 6sqm in size. The drawings also note that air-conditioning condensers will be located within these balconies, further restricting the usability of the space.
146. The amended sketch plans have increased the balcony dimensions so that they all exceed the 8sqm standard (with the exception of one secondary bedroom balcony). All of these balconies will have minimum widths of 1.6m, with many exceeding 1.8m, and will be directly accessed from living areas. If a planning permit is to issue, the amendments to the floor plans as shown on the sketch plans can be implemented via a condition.
147. Section 15.1 of the ADG recommend that balconies be inset or semi screened, rather than projecting, to provide greater wind protection. This design response has been provided for all west-facing balconies within the building façade.

Storage

148. Each dwelling has been provided with an individual storage cage at basement level, ranging in capacity from 3 to 4 cubic metres. Storage units providing less than the standard requirement of 6 cubic metres were deemed acceptable by 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 meters for apartment typologies, with such dwellings having lower storage demands for bulky good (i.e. lawn mowers and similar items). Given the limited scale of the apartments (1 to 2 bedrooms), individual storage spaces with minimum sizes of 3 cubic metres would be acceptable.
149. Section 13.2 of the ADG note that long term storage provided externally to an apartment can be provided in basements and car parking areas and that dedicated storage lockers in basements are preferred as they provide easier access when compared to over car bonnet storage. The development accords with this guidance.

Safety

150. The development will be accessed via one central pedestrian entrance to Cambridge Street, with clear views available to this space. The vertical separation provided between the two distinct sections of the façade assists in guiding people to this entrance, which accords with Section 5.1 of the ADG, which aims to emphasise residential entry lobbies with prominent design features, signage or landscape treatments. The entrance design is also consistent with objective 5.2.3 of the UDG.
151. Internally, entrances to each apartment are grouped within relatively short corridors which increase the perceived safety, and are compliant with design guidelines within clause 21.05-2 of the Scheme. The additional balconies/windows facing the street and the laneway will add to the level of perceived safety.

Internal Views

152. Due to the layout of the proposal, there are minimal opportunities for internal views, with the design of the balconies and planter boxes protecting any downward views within the development. Internal views between balconies at the same levels will be appropriately restricted through the use of full length vertical screens.
153. The decision plans indicate that it is possible that views between habitable rooms will be available with the following;
 - (a) Two living rooms on the eastern side of the building at ground floor and level 1 (separated with a 2.96m set back).
154. However the rearrangement of the floor plans associated with the amended sketch plans alleviate this possibility, with no additional internal overlooking opportunities available.

Noise

155. Clauses 13.04 and 22.05 provide specific direction on noise issues and generally require noise generated from the development to comply with relevant policy, with noise sensitive uses (such as dwellings) to be protected from surrounding noise generators. In this instance, the majority of surrounding sites are residential and commercial in nature. The Baden-Powell Hotel is located directly to the south of the site; whilst no live music is associated with this venue, short-term accommodation is provided (permissible under the Scheme's definition of hotel).
156. It is assumed that noise from patrons and residential guests will be audible from the external beer garden. This noise will largely be screened by walls along the southern boundary, however one south-facing bedroom window is proposed at level 2.

Whilst future residents would be aware that they are moving into an apartment adjacent to an existing hotel (within a commercial zone), there are no details provided as to whether the proposed development will be acoustically treated to limit impacts from the existing use.

157. The site is located 35m from Victoria Parade. This is not a road that is classified as carrying 40,000 Annual Average Daily Traffic Volume according to VicRoads. Section 2 (Building Performance) of the ADG notes that the development is therefore not within a 'noise influence area', with the existing buildings to the south of the site providing a buffer between the road and the development.
158. The ADG guidelines and objective 5.2.4 of the UDG note that noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings. The amended sketch plans indicate that the bedroom at Level 4 will be located directly adjacent to the lift, plant area and services cupboard. Unless adequate noise attenuation measures are provided for this bedroom, this outcome is not acceptable.
159. To monitor potential noise impacts to the new dwellings, an Acoustic Report can be required via a condition of the permit, if one is to issue. This report must ensure that noise levels from internal and external sources are appropriately managed, with recommendations to include amendments to the building design if necessary.

Site services

160. The ground floor plan does not specify where mail services will be located. A condition can require this detail to be shown, should a permit be issued.
161. Individual air-conditioning units will be provided within each balcony. The increased size of the balconies as shown on the sketch plans allow this to occur, as the size is no longer restricted to an unacceptable degree. The units are visually recessive and will not be readily visible from Cambridge Street.

Public Open Space Provision

162. Clause 22.12 (Public Open Space Contribution) notes that the subject site is in an area where land is the preferred method of public open space contribution. As this is not considered feasible based on the limited size of the site, a cash payment is considered appropriate in this instance. A note will be included on any permit issued advising the permit holder of this obligation at the time of subdivision.

Car parking/Bicycle provision/Traffic & Waste

163. Under clause 52.06 of the Scheme, the applicant is seeking a parking reduction of 8 spaces. Of these spaces, 5 are residential and 3 are associated with visitors. Of the 18 dwellings, 13 will be provided with secure, on-site parking, with all of the two bedroom dwellings provided with one car parking space each.

Parking Availability

164. To assess the availability of car parking close to the site, Traffix Group undertook an on-street car parking survey within the surrounding area (with a 200m radius) during the day and in the evening on Thursday, Friday and Saturdays in August 2016. The duration and extent of the surveys are considered appropriate by Council Engineers.
165. Within this survey, a potential car parking inventory of 93 spaces was identified, with the peak parking occupancy occurring at 1pm on the Saturday, with 85% of spaces occupied. This left 14 vacant spaces within the survey area.

166. At other times, 15 to 51 car parking spaces were vacant. These figures indicate that even at the peak time, adequate car parking spaces to accommodate additional cars were available. The surrounding area has a supply of vacant on-street car parking and should be able to accommodate any short-stay parking demand from the site.

Parking Demand

167. Traffix Group provided the 2011 Census data from the Australian Bureau of Statistics (ABS) for car ownership rates for flats, units and apartments in the suburb of Collingwood. For one-bedroom dwellings, some 47% do not own a motor vehicle. The ABS data shows there is a strong market for dwellings that do not contain any on-site parking. Such dwellings would appeal to any future residents who do not own a motor vehicle and rely on more sustainable forms of the transport. Future owners or occupiers would be well aware of the lack of access to on-site parking.
168. A recent Tribunal decision supports this outcome, with *Ronge v Moreland CC [2017] VCAT 550* clearly advocating for a reduction in the statutory car parking provision in inner-city sites such as this. Whilst this decision pertains to a site in Brunswick, the context is similar, being located within proximity to train stations and tram routes. In this instance, the subject site is closer to public transport opportunities and the Melbourne CBD than the review site.
169. Relevant statements within the summary of this decision are applicable to this application, as follows;
- (a) *State and local planning policies are already acknowledging the change that is required in the way in which people travel with Plan Melbourne 2017-2050 and State policies referring to 20-minute neighbourhoods and greater reliance on walking and cycling.*
 - (b) *Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.*
 - (c) *Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling.*
 - (d) *One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements on the road network.*
170. Given the location of the site within close proximity to the Smith Street Major Activity Centre and Victoria Parade, along with direct access to public transport opportunities to access additional services and facilities, the site is considered to be an excellent candidate for the reduction in car parking being sought.

Residential Visitors.

171. Council Engineers note that 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 for apartment developments and has been often quoted in other traffic impact reports reviewed by Council's Engineering Unit in the past. Applying this rate to the 18 dwellings would result in a peak residential visitor parking demand of 2 spaces. These spaces could be accommodated in the vacant spaces identified earlier.
172. Council Engineers also identified a number of private, commercial car parks in the area which could accommodate visitor parking. These are located on Victoria Parade and Albert Street, to the south of the site.

Car parking reduction support

173. The reduction in car parking being sought by the proposal is supported by the following:
- (a) Objective 32 of Council's MSS facilitates parking reductions by advocating reduced reliance on private motor vehicles;
 - (b) The subject site has good access to public transport facilities with established tram and bus routes and railway stations, and is in easy walking distance of many retail outlets, restaurants and cafes and various other facilities and resources. Providing residential development close to public transport links is consistent with urban consolidation objectives which require planning to assist in the implementation of feasible non-car based transport options;
 - (c) Resident or visitor parking permits will not be issued for the development, which will discourage prospective residents that own cars and encourage visitors to engage in alternative modes of transport, which is a welcomed sustainable option in lieu of on-site car parking and consistent with Clauses 18.02-1 and 21.06-1 of the Scheme;
 - (d) The location of the proposal encourages multi-purpose trips to the area;
 - (e) The proposal exceeds a minimum of 1 secure bicycle parking space per dwelling;
 - (f) The site has good pedestrian connectivity to Smith Street, Wellington Street and Victoria Parade, with very good connectivity to the on-road bicycle network (particularly along Wellington Street);
 - (g) Carshare pods are located within walking distance of the site and provide an alternative mode of transport for residents and visitors;
174. In 2013, Council adopted a parking management strategy which aims to reduce the numbers of cars parking in Yarra, and also promote sustainable transport alternatives. This means that long term parking will be progressively replaced over time by more short-term parking restrictions. The prevalence of short-term parking surrounding the development (combined with Council policy to not provide parking permits for new dwellings in the municipality) will dissuade future owners within the development from owning cars, based on the difficulty in finding long-term car parking options in the area.
175. Therefore these dwellings would be appropriate for persons who are prepared to rely on public transport, bicycles or other forms of sustainable transport for their transportation needs, and it is highly likely that the new dwellings without on-site car parking access would be specifically marketed towards this group.

Car park layout

176. The design of the basement car park was assessed by Council Engineers, who were satisfied that the car park entrance dimensions and the proposed car stackers satisfied the respective design standards at Clause 52.06-8 of the Scheme (Design standard 1 – Accessways & Design Standard 4 – Mechanical parking). Whilst the layout of the car park has altered in the sketch plans, these elements have not, ensuring that compliance continues to be achieved.
177. A number of dimensions have not been included on the drawings, including car parking spaces, column setbacks, headroom clearances and stacker platforms. These requirements, along with swept path diagrams, ramp grades and floor levels, will be required via conditions of the permit, if one is to issue.

Bicycle provision

178. The SMP submitted with the application indicates that 30 bicycle parking spaces will be provided in the basement. The decision plans included 34 spaces, with the sketch plans reducing this number to 30. This ensures consistency between the documents. The provision of 30 spaces still exceeds 1 space per dwelling, with an additional 12 spaces proposed.

This number will adequately cater for both residents and visitors, with Clause 52.34-3 specifying a requirement of 3 resident spaces and 2 visitor spaces for this development.

179. A mixture of floor-mounted hoops and hanging bicycle infrastructure will be provided (18 hoops/12 hanging). This will provide a variety of bicycle storage methods, with floor hoops easier for visitors to utilise. It is noted that there are also existing opportunities for visitor parking on Cambridge Street, with bicycle hoops available on Victoria Parade. This is assist in catering for the 2 visitor spaces required.

Traffic

180. Traffic Group adopted a traffic generation rate of 4 vehicle trips per day, for the 13 dwellings allocated a car parking space. This equates to a total of 52 additional traffic movements within the surrounding street networks. This outcome is considered acceptable for an inner-city location with immediate access to major thoroughfares. Given the proximity of the site to many after-hour services and facilities, along with restaurants, cafes and hotels, it is considered more likely that traffic movements will be in the order of 2 per dwelling per day.
181. Concerns were raised in objections about the potential impacts on access along the laneway to the rear of the site, and whether the garage entrance/exit on this laneway will result in unmanageable vehicle traffic and obstruction. It is noted that the garage door is set back 2.5m from the laneway boundary, to allow vehicles to wait (if necessary) within the confines of the subject site.

This setback will ensure that obstruction of the laneway is unlikely to occur, and is compliant with Clause 22.07 (Development Abutting Laneways), which aims to create a safe laneway environment by ensuring that development does not obstruct existing access to other properties in the laneway.

182. Council Engineers concluded that the level of traffic that would be using the laneway would be unlikely to adversely impact the operation and performance of this ROW.

Waste

183. Council's City Works Branch assessed the Waste Management Plan (WMP) submitted with the proposal (prepared by Leigh Design dated 8th November 2016) and was satisfied with waste management and collection procedures. The WMP will be endorsed as part of the permit, should one be issued.

Objector concerns.

184. The majority of the issues raised by the objectors have been addressed within this report.

Lack of integration with neighbourhood character;

185. Neighbourhood character has been discussed within paragraphs 75-84 of the assessment.

Reduction in car parking (insufficient visitor parking);

186. The reduction in the car parking requirement, along with visitor car parking, has been discussed in paragraphs 171-175.

Increased traffic congestion and noise;

187. The traffic impacts associated with the development have been discussed in paragraphs 180-182 of this assessment.

Potential off site amenity impacts (overshadowing, overlooking, loss of daylight, noise);

188. These issues have been discussed in the following paragraphs;

- (a) Loss of daylight – 117-124;
- (b) Overlooking – 125-130;
- (c) Overshadowing – 131-135;
- (d) Noise – 155-159.

Overshadowing of solar panels to the south;

189. The amended plans have verified that there will be no overshadowing of the solar panels as a result of the development.

Incorrect details on the plans (regarding residential sites to the south).

190. These details were rectified on the amended sketch plans submitted by the Applicant.

Conclusion

191. The proposed development is considered to demonstrate a high level of compliance with policy objectives contained within the State and Local Planning Policy Framework. The proposal, subject to conditions recommended, is an acceptable planning outcome that demonstrates clear compliance with the relevant Council policies.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN16/0941 for construction of a 6-storey building (inclusive of basement) part demolition, with a reduction in the car parking requirement at 1-35 Wellington Street (2-12 Cambridge Street) Collingwood, 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 by Koichi Takada Architecture received by Council on 12 October and 2 December 2016 but modified to show:
 - (a) The following changes in accordance with details demonstrated in the sketch plans received by Council on 24 July 2017;
 - (i) Relocation of the common stairwell away from the south boundary to a central location;
 - (ii) Reconfiguration of the internal layout of the development at each floor level (including basement) in association with the relocation of the common stairwell;
 - (iii) A minimum of 30 bicycle parking spaces;
 - (iv) Reduction in the size of the light well on the south side of the development from 2.35m x 3.48m to 1.5m x 2.18m;
 - (v) Increased size of balconies for all dwellings;
 - (vi) The south-east corner set back a minimum of 1.31m from the southern boundary at Level 2 and 3.56m at Levels 3 & 4;
 - (vii) The south-west corner set back a minimum of 4.895m from the southern boundary at Level 3;
 - (viii) Reduction in the height of the wall on the south boundary on the east side of the light well from 17.8m to 8.05m;
 - (ix) Level 4 setbacks from the southern boundary increased as follows;
 - (i) On-boundary wall set back 3.55m;
 - (ii) 0.8m & 1.2m to 4m & 4.2m.
 - (x) Parapet height at Level 4 reduced from RL 43.2 to RL42.95;
 - (xi) Adjoining properties to be correctly referenced with regards to use.
 - (b) All apartments to be numbered;

- (c) A notation on the plans indicating that the rainwater tank will be connected to toilets within the development and utilised for irrigation. If necessary, the capacity of the tank should be increased to cater for both uses;
- (d) A section demonstrating that views from the east-facing kitchen window within the southern-most dwelling at Level 1 and the south-facing bedroom at Level 2 are appropriately limited into areas of SPOS to the south;
- (e) A minimum height of 1.7m for all privacy screens to be dimensioned on the plans;
- (f) The location of mail boxes;
- (g) A solar PV array with the capacity to provide energy consumption for common areas;
- (h) The removal of the plant room at Level 4 and associated staircase at Levels 3 & 4, with the plant room to be relocated within the proposed building footprint;
- (i) All adjoining properties and boundary fences to be removed from the elevations (or shown as dashed-lines);
- (j) Any changes that may be generated by the amended Landscape Management Plan required at Condition 8;
- (k) Any changes that may be generated by the amended Sustainable Management Plan required at Condition 3;
- (l) Any changes that may be generated by the Acoustic Report required at Condition 5;
- (m) The following dimensions and details to be included on the basement plan;
 - (i) car parking spaces;
 - (ii) column setbacks;
 - (iii) headroom clearances;
 - (iv) stacker platforms;
 - (v) swept path diagrams;
 - (vi) ramp grades;
 - (vii) floor levels.

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.

Sustainable Management Plan

3. Before the development commences, 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 ADP Consulting and dated 7 November 2016, but modified to include or show:
 - (a) Either external adjustable shading systems to all east, north and west-facing glazing exposed to summer sun or confirmation that the dwellings on the upper levels have reasonable cooling loads (<30MJ/m²) without additional shading.
 - (b) The correct heating and cooling loads entered into the BESS report, to equal the 6.5 Star average rating in Melbourne climate zone.
 - (c) The total site area amended to 623sqm in the STORM report.
 - (d) A solar PV array with the capacity to provide energy consumption for common areas 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. Before the development commences, an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit.

The Acoustic Report must assess the following:

- (a) Any noise impacts generated by mechanical plants, car stackers, lifts and building services, and any surrounding noise impacts, including those generated by the Baden-Powell Hotel.
- (b) If necessary, the acoustic report must make recommendations to limit these noise impacts.

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.

Landscape Plan

8. Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit.

The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Jack Merlo Design and Landscaping and dated 5 November 2016, but modified to include or show:

- (a) Reference the existing street trees on Cambridge Street, directly in front of the subject site.
 - (b) Details of how the planters will be water proofed, drained and irrigated;
 - (c) Details of how the external planters will be accessed for maintenance;
 - (d) Details on how vertical planting will be achieved
9. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:
- (a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;
 - (b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and
 - (c) replacing any dead, diseased, dying or damaged plants, to the satisfaction of the Responsible Authority
10. Before the development commences, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for:
- (a) the protection of the street trees in front of the site on Cambridge Street:
 - (i) pre-construction;
 - (ii) during construction; and
 - (iii) post construction
 - (b) the provision of any barriers;
 - (c) any pruning necessary; and
 - (d) watering and maintenance regimes, to the satisfaction of the Responsible Authority.
11. The provisions, recommendations and requirements of the endorsed Tree Management Plan must be complied with and implemented to the satisfaction of the Responsible Authority.

Road Infrastructure

12. 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 (including by the re-sheeting of the entire Cambridge Street footpath for the width of the property frontage if required by the Responsible Authority):
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.
13. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure within the Right-of-Way (including the stormwater bluestone drain along the site's eastern boundary) resulting from the development must be reinstated;
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.
14. Pedestrian access must be constructed to a level no steeper than 1 in 40 from the building line to the top of kerb.
15. The street light on pole number 20149 in Cambridge Street must be replaced or shielded to avoid light spillage into the windows of the new residential development at the cost of the Permit Holder.
16. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the redundant vehicular crossing on Cambridge Street must be demolished and re-instated as standard footpath and kerb and channel:
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.

General

17. 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.
18. 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.
19. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
20. 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.
21. 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 9am or after 3pm; or
 - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management

22. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:
- (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
 - (b) works necessary to protect road and other infrastructure;
 - (c) remediation of any damage to road and other infrastructure;
 - (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;
 - (e) facilities for vehicle washing, which must be located on the land;
 - (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
 - (g) site security;
 - (h) management of any environmental hazards including, but not limited to,:
 - (i) contaminated soil;
 - (ii) materials and waste;
 - (iii) dust;
 - (iv) stormwater contamination from run-off and wash-waters;
 - (v) sediment from the land on roads;
 - (vi) washing of concrete trucks and other vehicles and machinery; and
 - (vii) spillage from refuelling cranes and other vehicles and machinery;
 - (i) the construction program;
 - (j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
 - (k) parking facilities for construction workers;
 - (l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
 - (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
 - (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
 - (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.
 - (q) In preparing the Noise and Vibration Management Plan, consideration must be given to:
 - (i) using lower noise work practice and equipment;
 - (ii) the suitability of the land for the use of an electric crane;
 - (iii) silencing all mechanical plant by the best practical means using current technology;
 - (iv) fitting pneumatic tools with an effective silencer;
 - (v) other relevant considerations; and
 - (vi) any site-specific requirements.
- During the construction:
- (r) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
 - (s) 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;
 - (t) vehicle borne material must not accumulate on the roads abutting the land;

- (u) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
- (v) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time expiry

23. 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;

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

Notes:

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

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

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 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, owners, occupiers and visitors within the development approved under this permit will not be permitted to obtain resident or visitor parking permits.

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.

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.

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

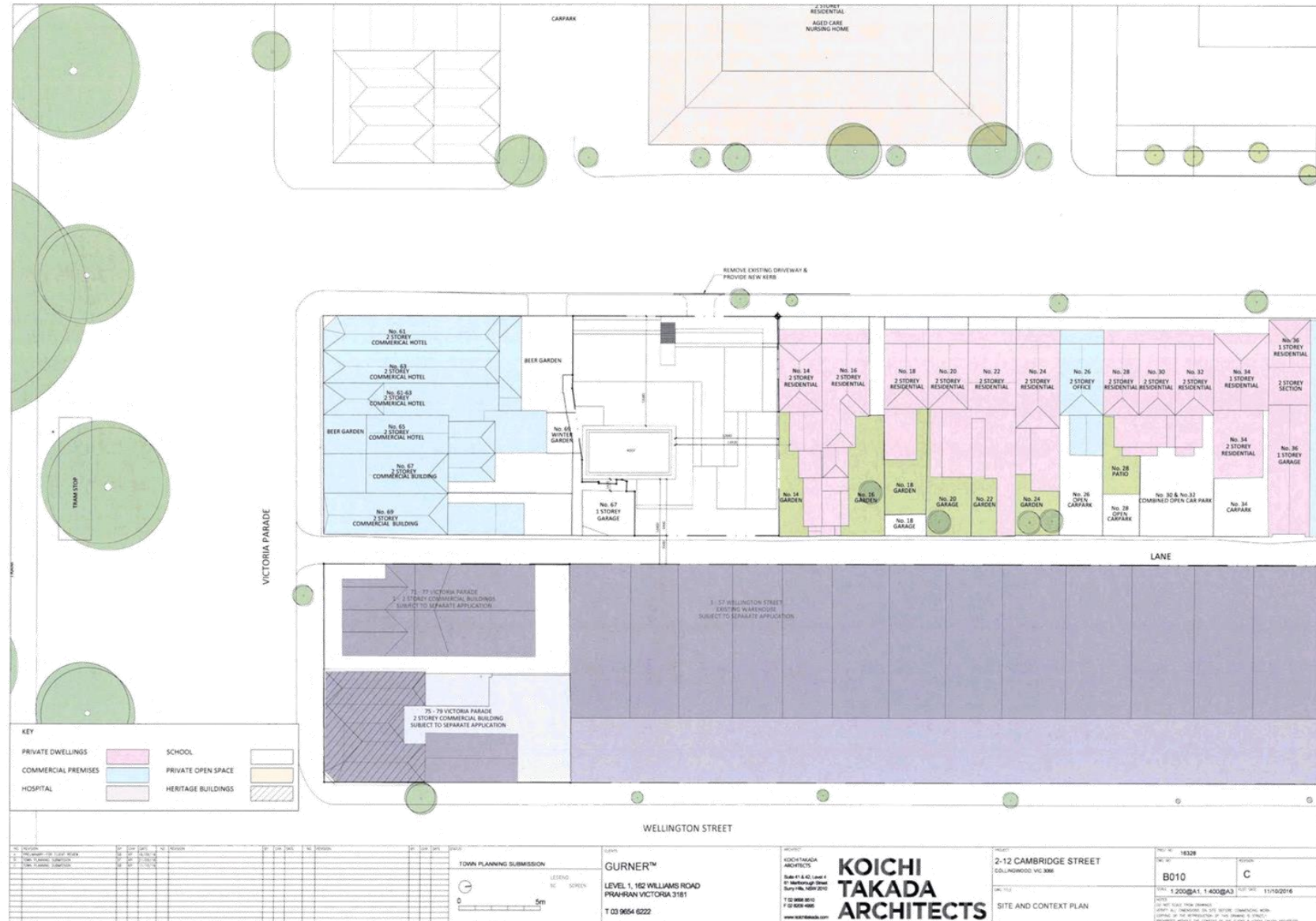
CONTACT OFFICER: Lara Fiscalini
TITLE: Senior Statutory Planner
TEL: 9205 5372

Attachments

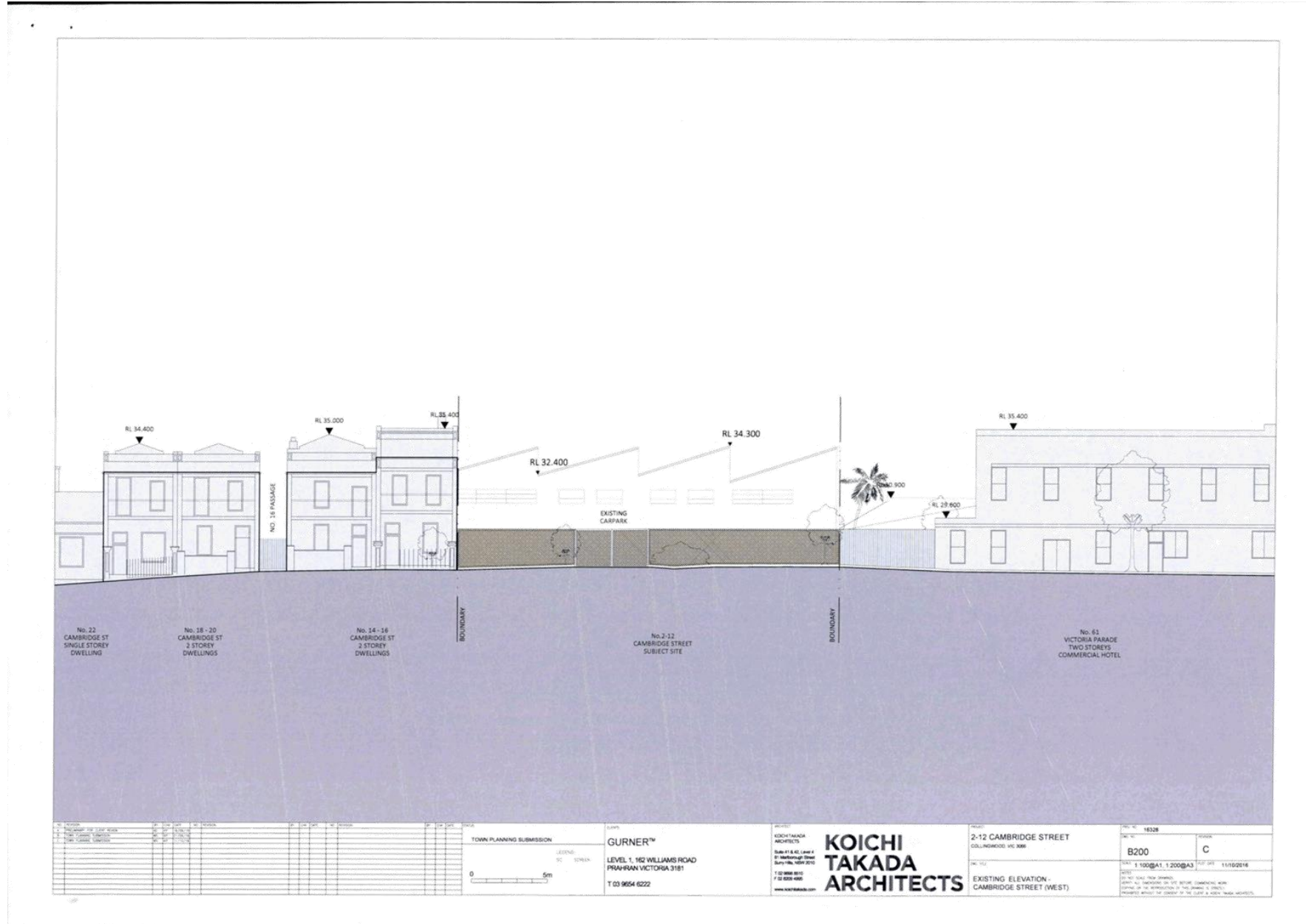
- 1 PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part1
- 2 PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part2
- 3 PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part3
- 4 PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part4
- 5 PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans
- 6 PLN16/0941 - 1-35 Wellington Street, Collingwood - Heritage Referral Comments
- 7 PLN16/0941 - 1 - 35 Wellington Street Collingwood - Engineering comments
- 8 PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral

- 9** PLN16/0941 1-35 Wellington Street, Collingwood UD Referral
- 10** PLN16/0941 - 1-35 Wellington Street, Collingwood (2-12 Cambridge Street) Open Space comments
- 11** PLN16/0941 - 1-35 Wellington Street, Collingwood - WMP referral

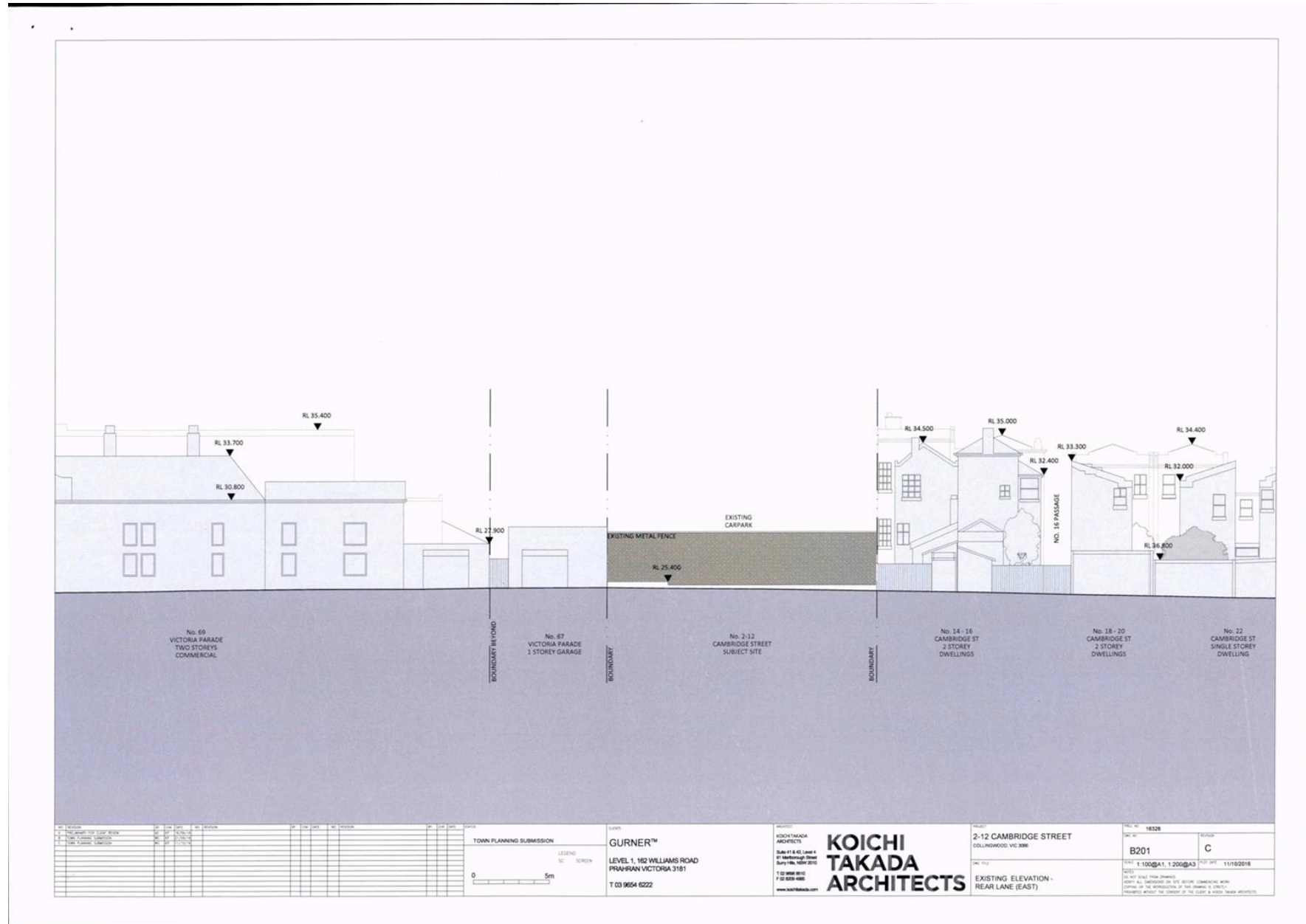
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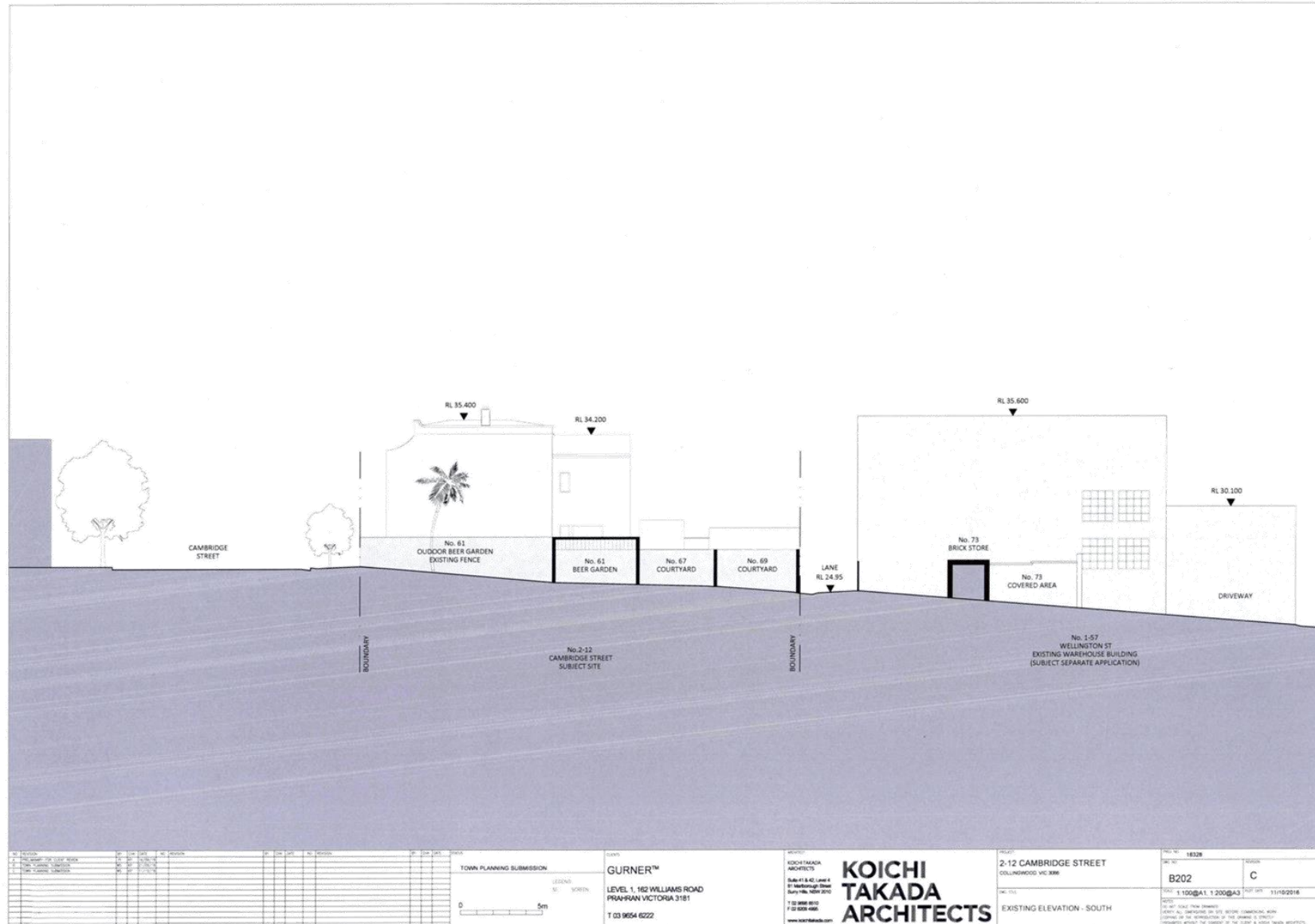
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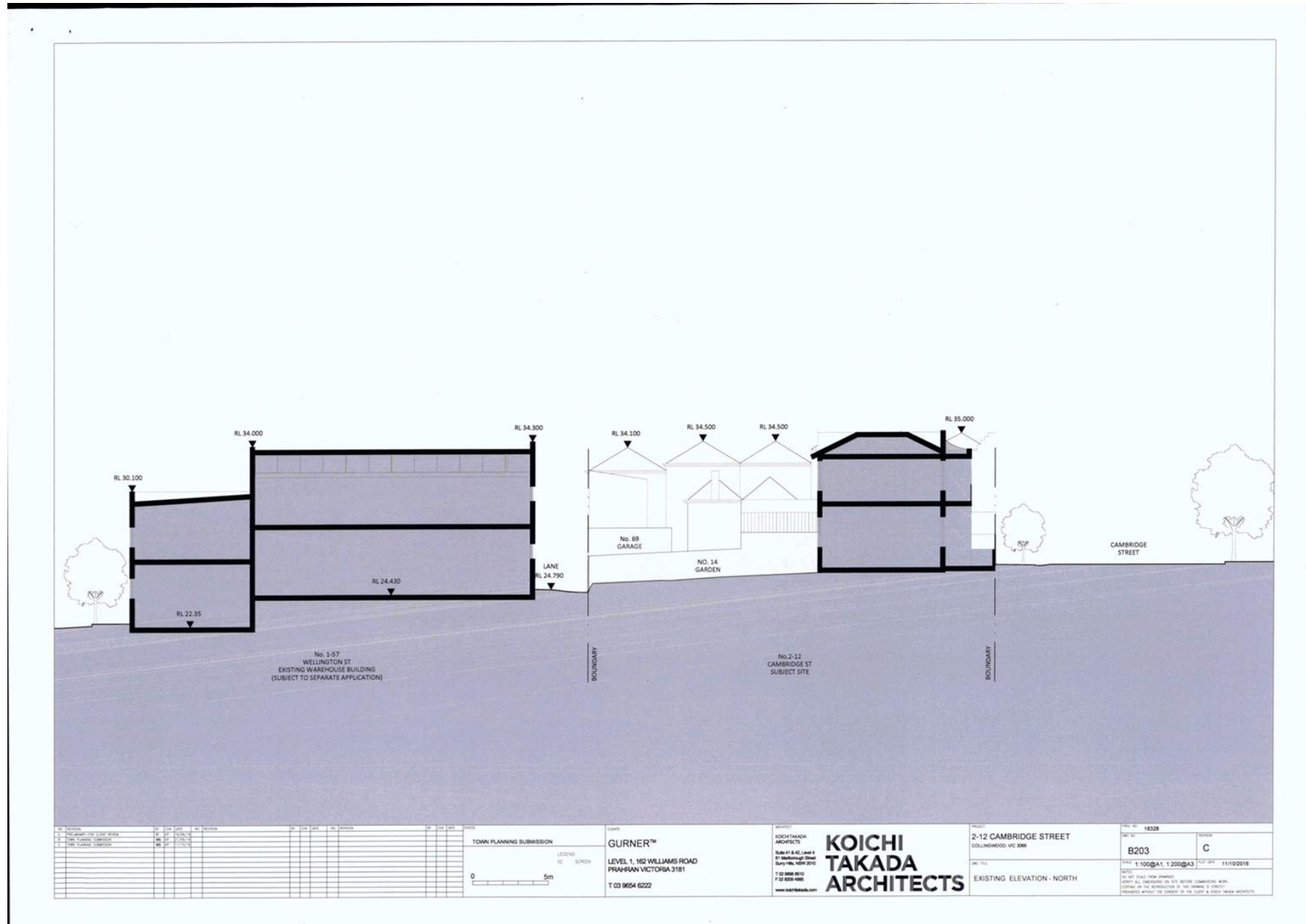
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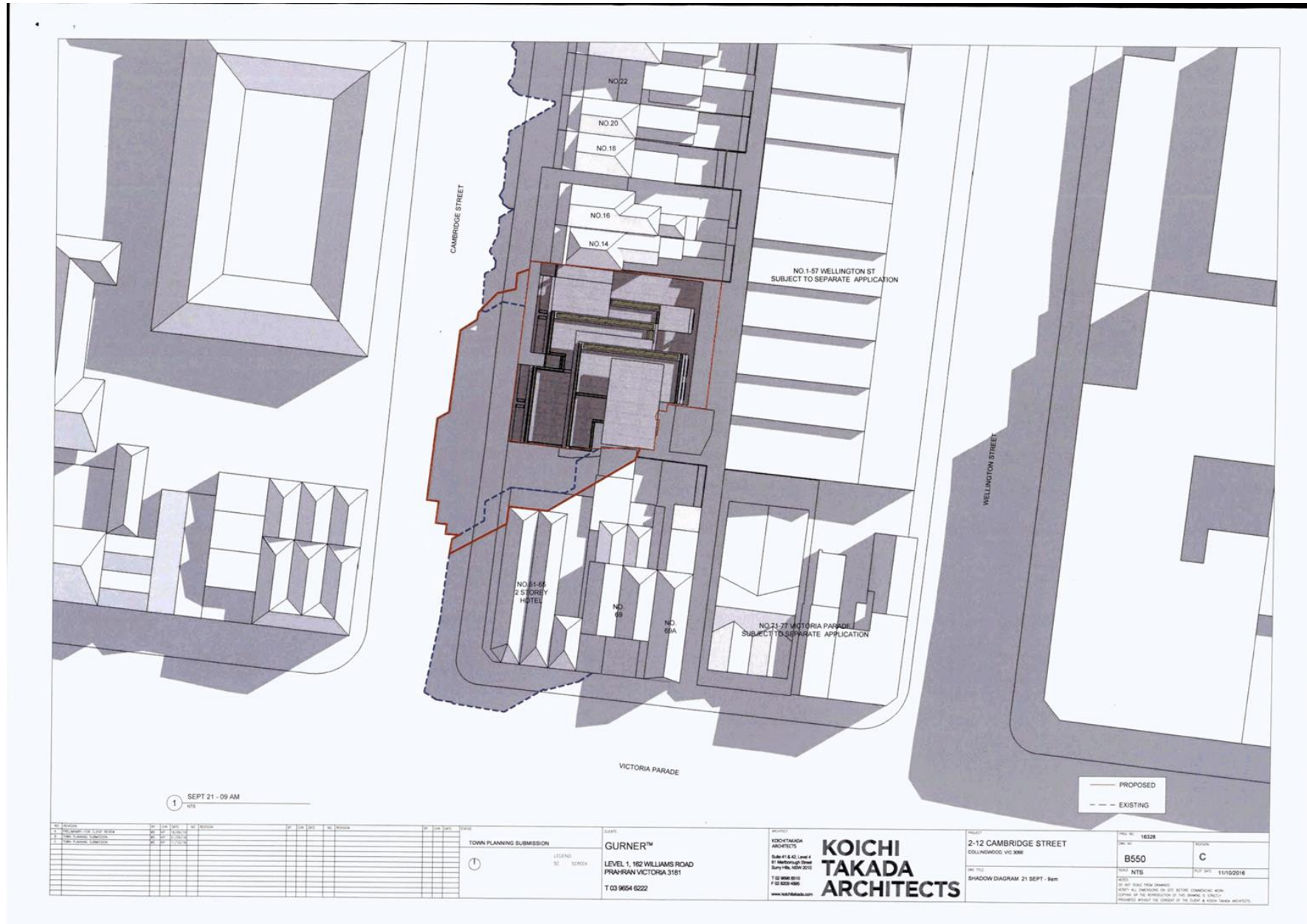
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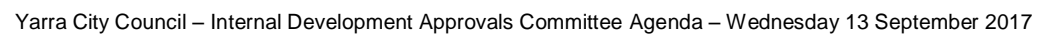


Attachment 1 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part1

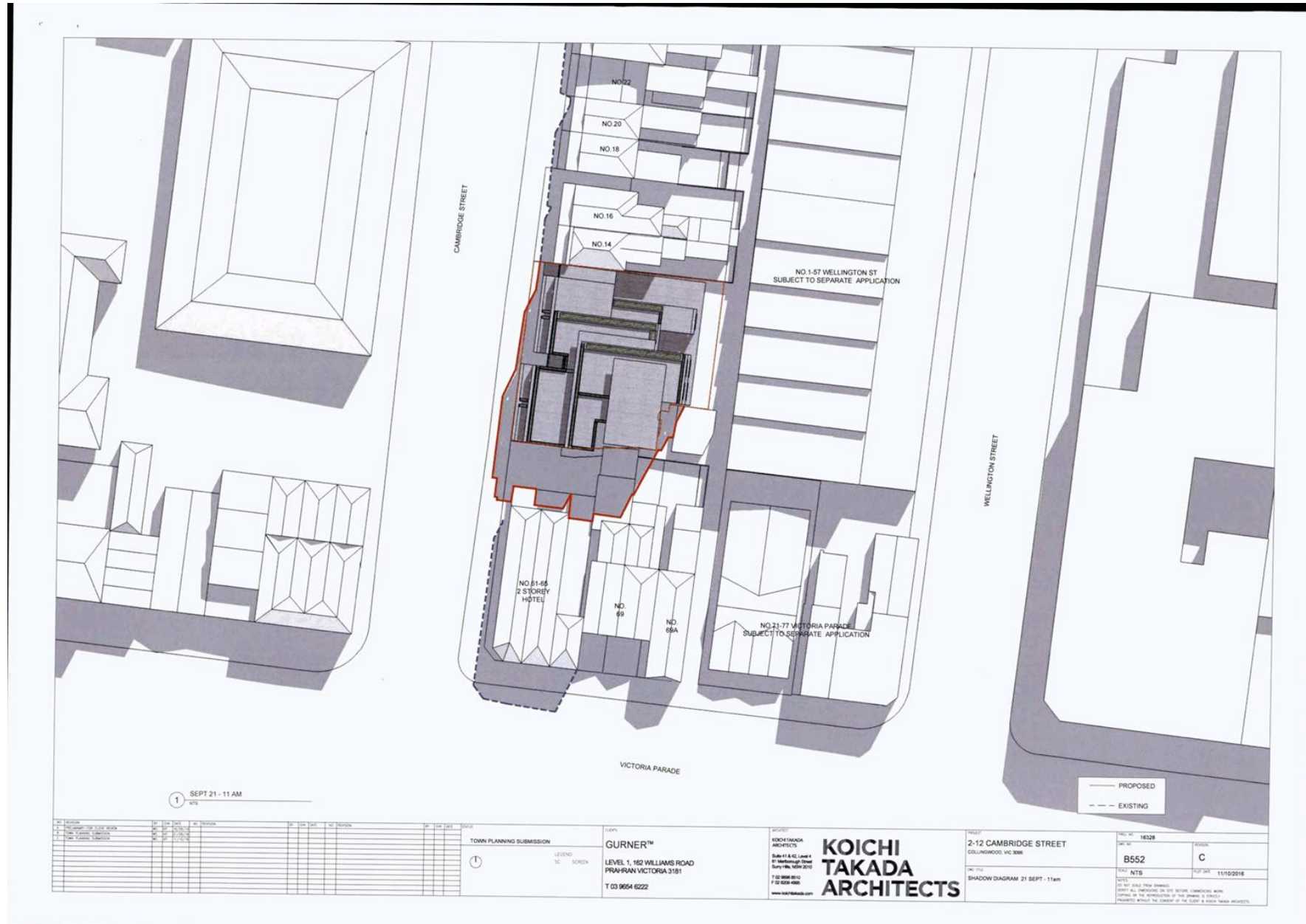


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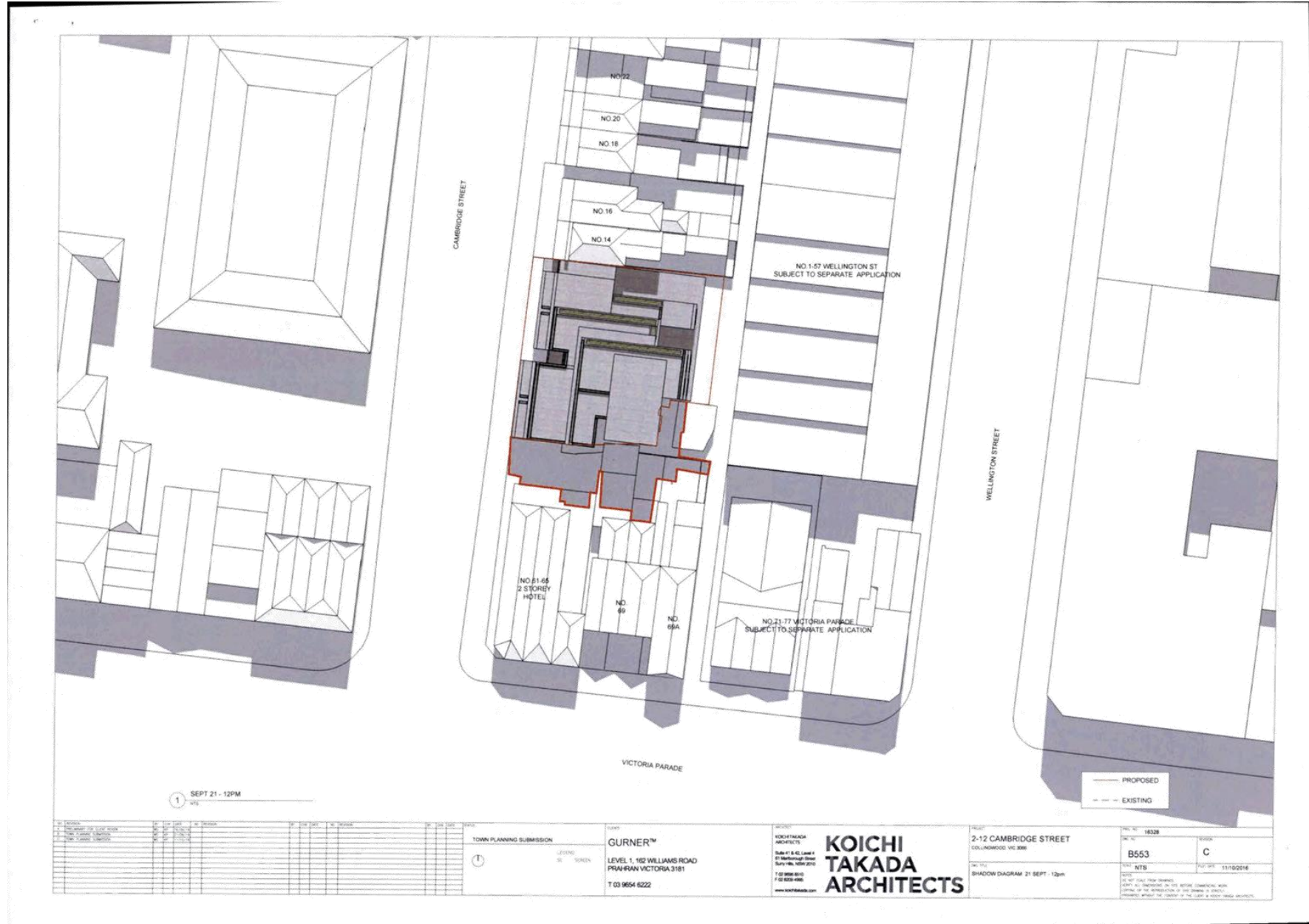




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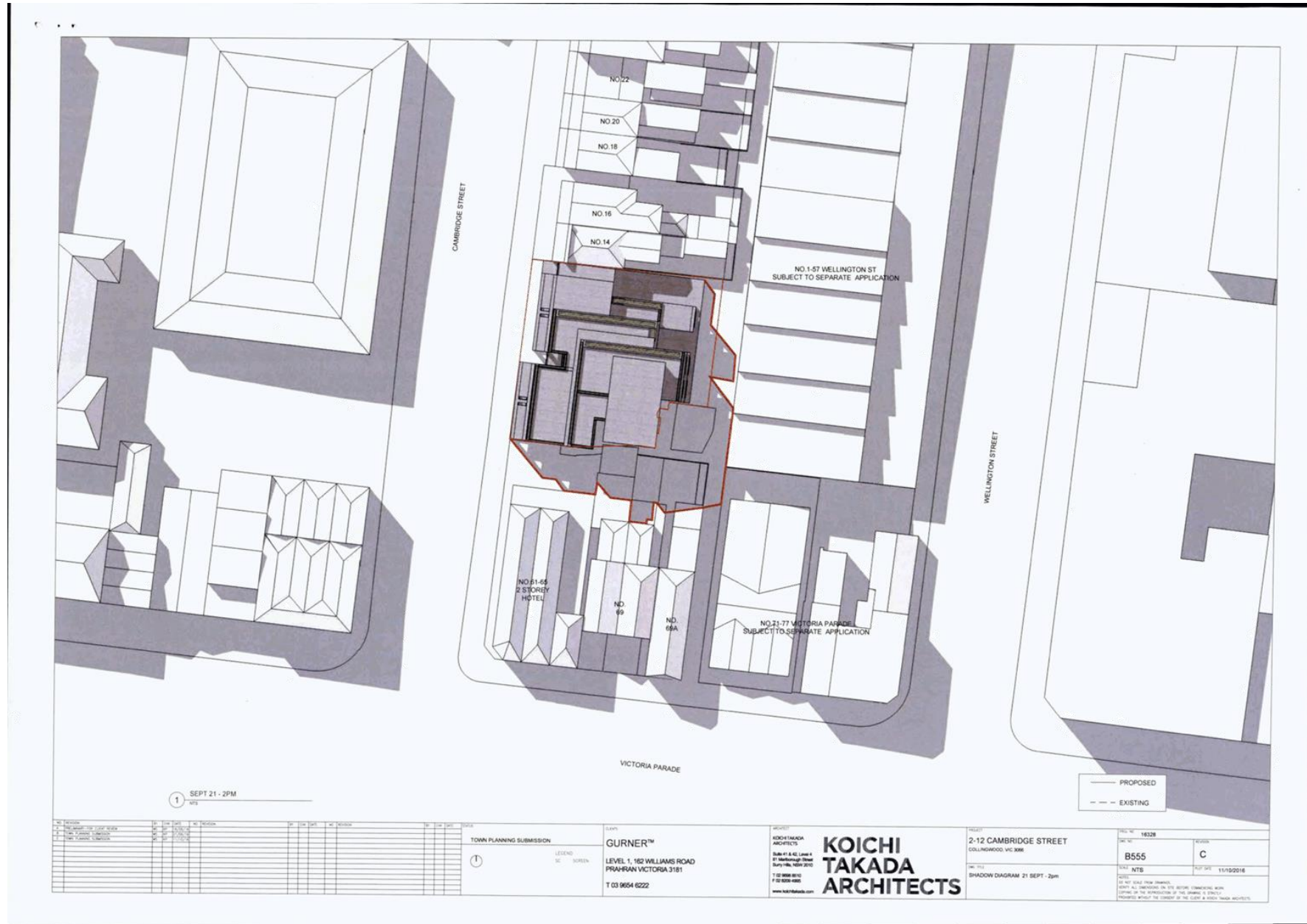
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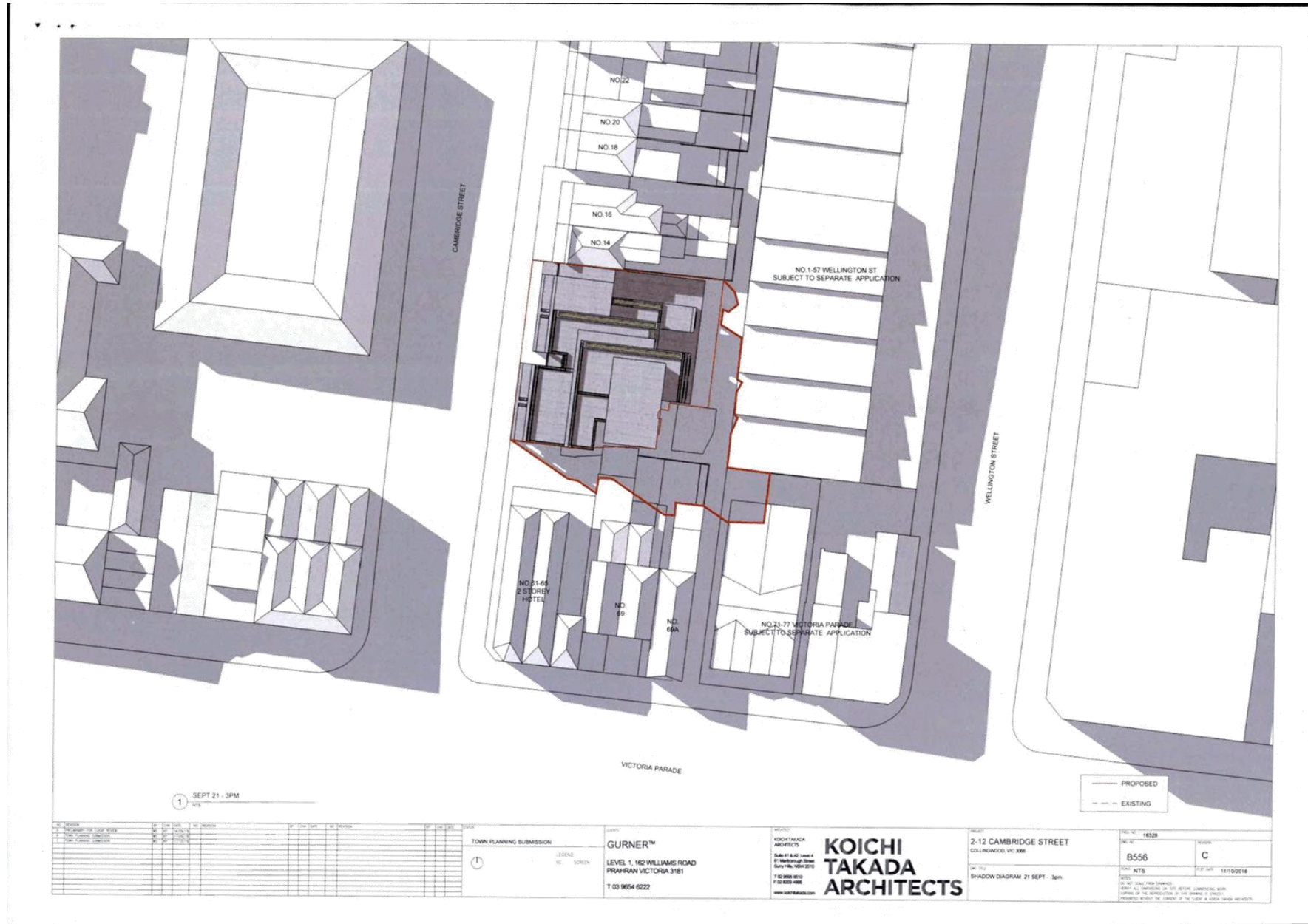
Attachment 1 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part1



Attachment 1 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part1



Attachment 2 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part2



Attachment 2 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part2



2-12 CAMBRIDGE STREET
COLLINGWOOD, VICTORIA

KOICHI TAKADA ARCHITECTS
Studio 41 & 42, Level 4
171 Melbourne Street
Surry Hills, NSW 2010
T 02 9238 9010
F 02 9238 9090
www.koichitakada.com

**KOICHI
TAKADA
ARCHITECTS**

Attachment 2 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part2

2-12 Cambridge Street
COLLINGWOOD, VIC 3066

CONCEPT DESIGN SUBMISSION
DATE: 11.10.16
DEVELOPMENT SUMMARY - REV.C

KOICHI TAKADA ARCHITECTS

DEVELOPMENT SUMMARY - TOWN PLANNING SUBMISSION

	LEVEL	GBA	GFA	NSA	EFFICIENCY NSA/GFA	APARTMENT MIX			CAR PARKS	BIKE PARKS	STORAGE Units
						1B 45-47m ²	1BED+S 47-55m ²	2B+2BTH 65-75m ²			
CAMBRIDGE STREET BUILDING	LOWER GROUND FLOOR	569	569	0							
	GROUND	460	384	312	81%	1	3	2	13	30	18
	LEVEL 1	455	384	322	84%	1	3	1			
	LEVEL 2	382	290	238	82%		2	2			
	LEVEL 3	311	179	136	76%		3				
	LEVEL 4 ROOF	178	24	24	100%						
	TOTAL DEVELOPMENT SUMMARY	2355	1261	1032	85%	2	11	5	13	30	18

CARPARK	1B	1BED+S	2B+2BTH	REQUIRED TOTAL	VISITOR	TOTAL REQUIRED
RATE	0.6	0.6	1.0	0.7	0.015	
NO.	1	7	5	13	0	13

Notes:

1. This scheme and schedule have been prepared for preliminary planning permission purposes only.
2. The design has been prepared without structural and services advice and coordination.
3. Changes to the layouts and associated figures will be made during the design development

Definitions:

1. NSA Apartment areas have been measured according to the Property Council of Australia method of measurement
2. GFA has been measured to the external face of the external walls, including areas for vertical circulation, lift, stair and plant rooms. GFA excludes voids.
4. GBA has been measured to the external face of all built areas, including balconies, roof terraces, and slab extensions accomodating planter boxes and privacy screens. GBA excludes non-trafficable green roofs and general roof areas.
3. Basement GFA has been measured to the external face of all shoring walls, including services, plant rooms, vertical circulation, and lifts. Basement GFA excludes voids.

APARTMENT MIX SUMMARY

	1B	1BED+S	2B+2BTH	APT TOTAL
TOTAL	2	11	5	18
%	11%	61%	28%	100%

Attachment 2 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part2

COLLINGWOOD

2 - 12 CAMBRIDGE STREET

TOWN PLANNING SUBMISSION
URBAN CONTEXT & DESIGN REPORT

CONTENTS

1.0 Cambridge Street

- 1.1 Project Team
- 1.2 Executive Summary & Introduction

2.0 Urban Context & Site Analysis

- 2.1 Aerial - Location Plan
- 2.2 Aerial - Context Plan
- 2.3 Aerial - Site Photos
- 2.4 Surrounding Conditions - Site Analysis
- 2.5 Surrounding Conditions - Surrounding Uses

3.0 Design Response

- 3.1 Proposed Streetscape Visualisation
- 3.2 Matching Heights
- 3.3 Building Alignment
- 3.4 Setbacks
- 3.5 Facade Articulation
- 3.6 Materiality

4.0 Development Summary

- 4.1 Development Summary

5.0 Development Proposal (Architectural Drawing Set)

- B010 Site and Context Plan
- B011 Survey Plan + Existing Plan
- B099-B105 Floor Plans & Roof Plan
- B200-B203 Existing Elevations
- B204-B207 Proposed Elevations
- B300-B301 Sections A-B
- B550-B556 Shadow Diagrams



Attachment 2 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part2

COLLINGWOOD

2 - 12 CAMBRIDGE STREET

1.1 PROJECT TEAM

Developer	GURNER™
Architects	Koichi Takada Architects
Landscape Architects	Jack Merlo Design
Town Planners	Contour Consultants
Heritage Consultants	Lovell Chen
Building Surveyor	Gardner Group
Mechanical + Electrical Engineers	ADP Consulting
ESD Consultant	ADP Consulting
Traffic Engineer	Traffix Group
Waste Management	Leigh Consulting
Land Surveyor	Reeds

1.2 EXECUTIVE SUMMARY & INTRODUCTION

This submission relates to a planning application for the site referred to in this application as Collingwood, 2-12 Cambridge Street. The site has a frontage to Cambridge Street on its western side, with two-storey commercial buildings to the south, two-storey terrace houses to the north and an unnamed laneway to the east.

The proposal that is the subject of this permit application contemplates a new 5 storey building incorporating:

- 18 apartments comprising a mix of 1 and 2 bedroom apartments, and including private roof terraces
- 1 lower ground level containing 13 car parking spaces
- Lower ground floor level storage meeting minimum requirements of one unit per apartment
- 30 Lower ground floor level bicycle parking spaces exceeding one per apartment

The building is considered a continuation of the adjacent development at 1-57 Wellington Street & 71-77 Victoria Parade (subject to separate application), by mirroring the language of the podium and the landscaping, with a green facade of hanging gardens, planters, and brick portal frames. These portal frames ground the building in its surrounding context, by adopting the form of the neighbouring terrace houses at 14 - 20 Cambridge Street. They also assist to break down the proposed building into smaller fine grain components at a scale appropriate to the local context.

Attachment 2 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part2

COLLINGWOOD**2 - 12 CAMBRIDGE STREET****2.0 URBAN CONTEXT & SITE ANALYSIS**

The subject site is approximately 2km east of Melbourne CBD, located on Cambridge Street and 50m to Victoria Parade, next to the Baden Powell Hotel. The immediate vicinity contains a variety of public transport options, with trams and buses close on Victoria Parade and a bike lane running near to the site along Wellington Street, all providing easy access to the CBD, Collingwood town centre to the north, Richmond to the south and North Richmond to the east.

An abundance of open space and outdoor recreation areas lie within close proximity of the site, including: Carlton Gardens 1km to the west, Atherton Reserve 500m to the north-west, Powlett Reserve 300m to the south-east, and the expansive Fitzroy Gardens 300m to the south-west and the gateway to Yarra Park and River leisure areas.

The local neighbourhood is comprised of a variety of architectural styles, with one and two-storey brick industrial buildings the predominant form, specifically to the east and north of the site. The streetscapes to the north of the site are primarily heritage in character, consisting of a variety of one and two storey terrace dwellings, many of which have been converted into commercial premises. This area to the north and directly surrounding the site is known as the Victoria Parade Precinct under Yarra Council heritage overlay.

A number of recently constructed contemporary residential buildings are scattered around the local area primarily to the north, with a handful of key industrial sites in close proximity scheduled for potential future redevelopment.

Currently the site is being used as a private carpark for offices in the nearby vicinity.

Attachment 3 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part3



Attachment 3 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part3



Attachment 3 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part3

2.3 AERIAL SITE PHOTOS

SITE PHOTOS - SITE BOUNDARY



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2.12 CAMBRIDGE STREET COLLINGWOOD

TOWN PLANNING SUBMISSION, DESIGN REPORT

PAGE 7

SITE ANALYSIS



Attachment 3 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part3

2.5 SURROUNDING CONDITIONS

SURROUNDING USES



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2-12 CAMBRIDGE STREET COLLINGWOOD

TOWN PLANNING SUBMISSION, DESIGN REPORT

PAGE 9

Attachment 3 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part3

COLLINGWOOD

2 - 12 CAMBRIDGE STREET

3.0 DESIGN RESPONSE

3.1 PROPOSED STREETScape VISUALISATION



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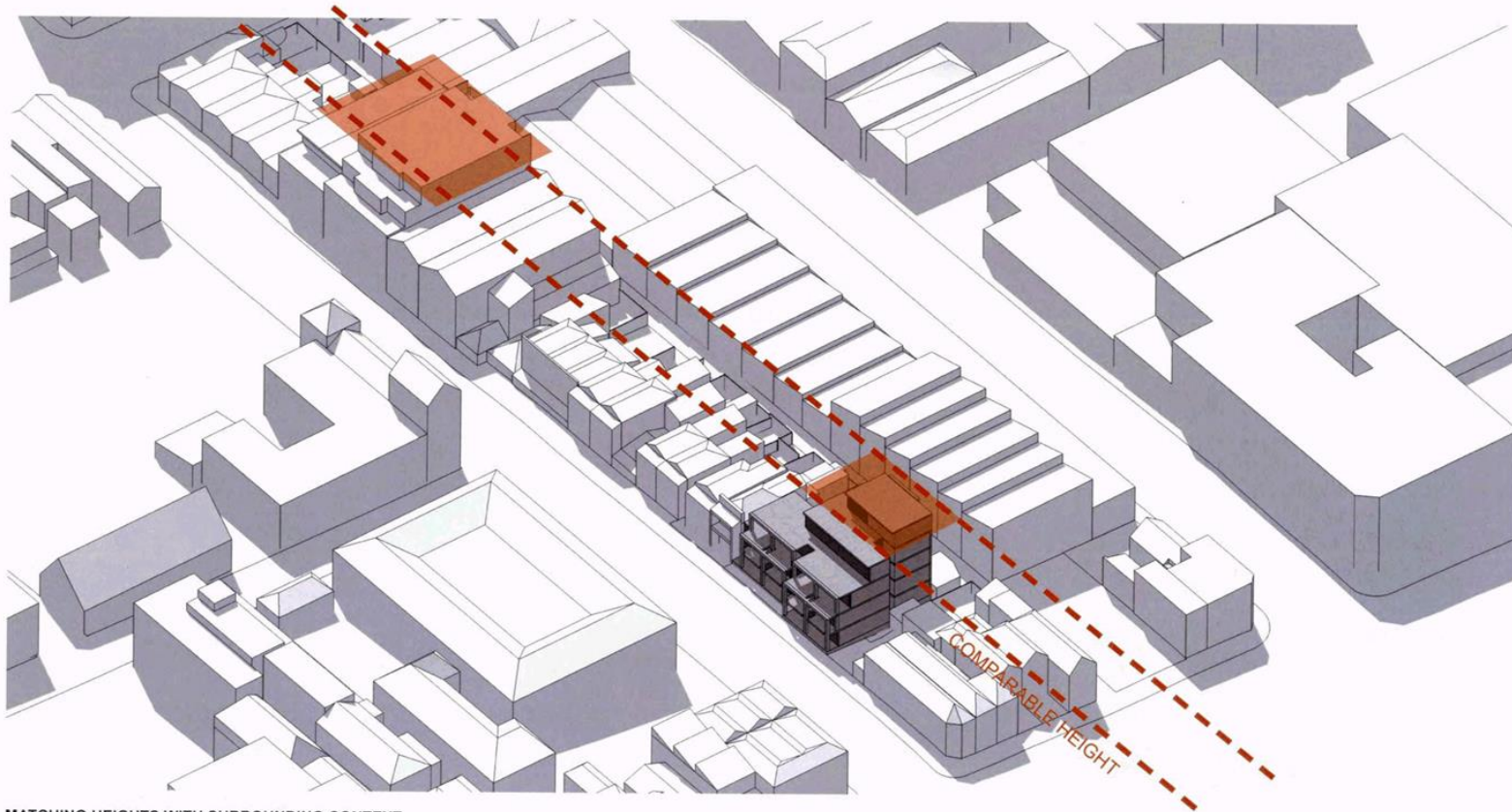
KOICHI TAKADA ARCHITECTS

2-12 CAMBRIDGE STREET COLLINGWOOD

TOWN PLANNING SUBMISSION, DESIGN REPORT

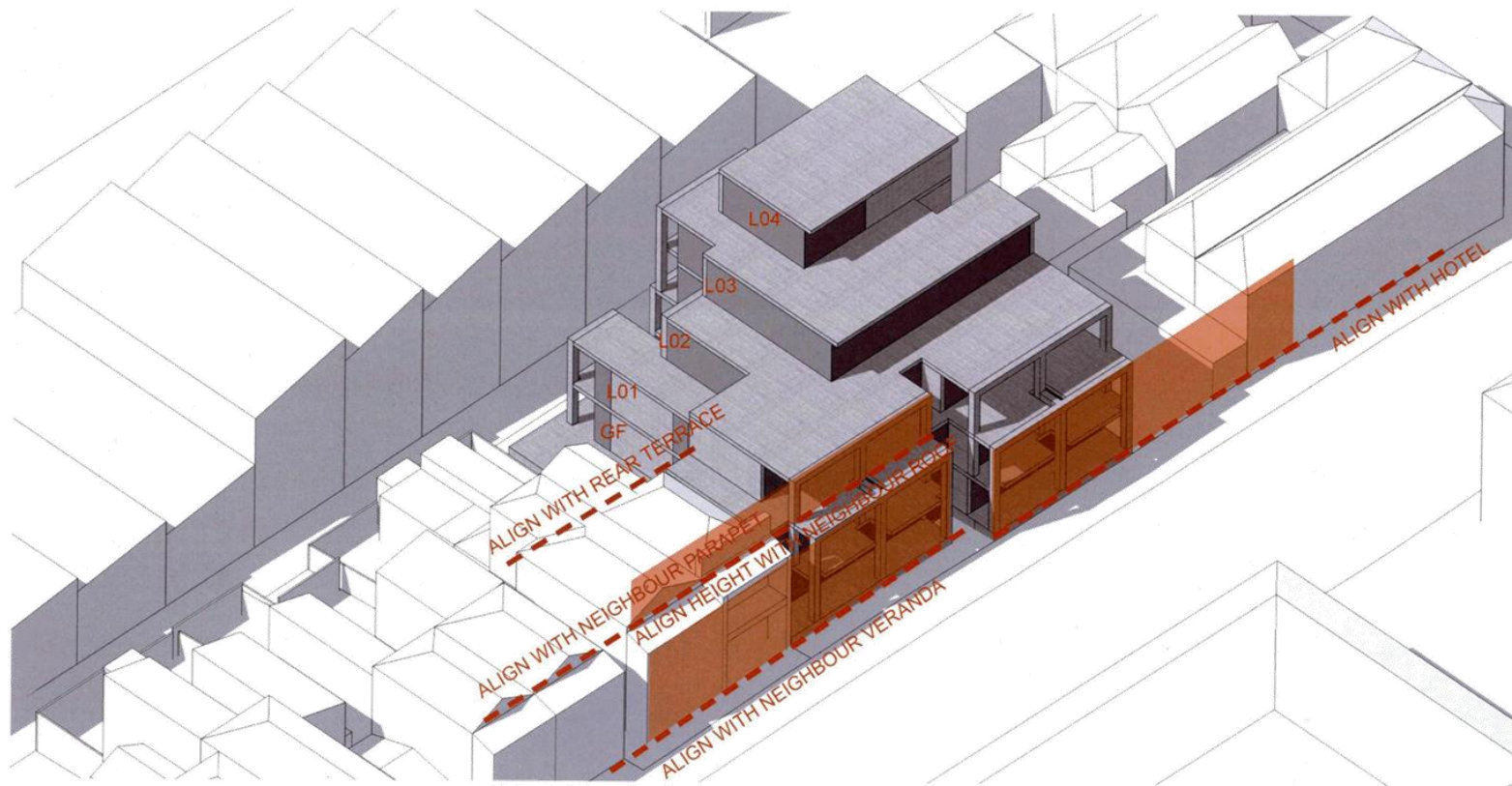
PAGE 11

3.2 MATCHING HEIGHTS



MATCHING HEIGHTS WITH SURROUNDING CONTEXT

The proposal complements the existing structures, with reference to desired roof heights. In keeping with the scale of surrounding area, the building will be of a comparable height to the development at No.46 Cambridge Street.

3.3 BUILDING ALIGNMENT**HORIZONTAL ALIGNMENT WITH NEIGHBOURING TERRACES**

The proposal aligns horizontally with the existing two storey terrace houses at 14-20 Cambridge Street, located directly to the north of the subject site. To respect the Victoria Parade Precinct heritage overlay, the floor heights of the subject site are aligned with the roofs, parapets and floor slabs of the adjoining terraces.

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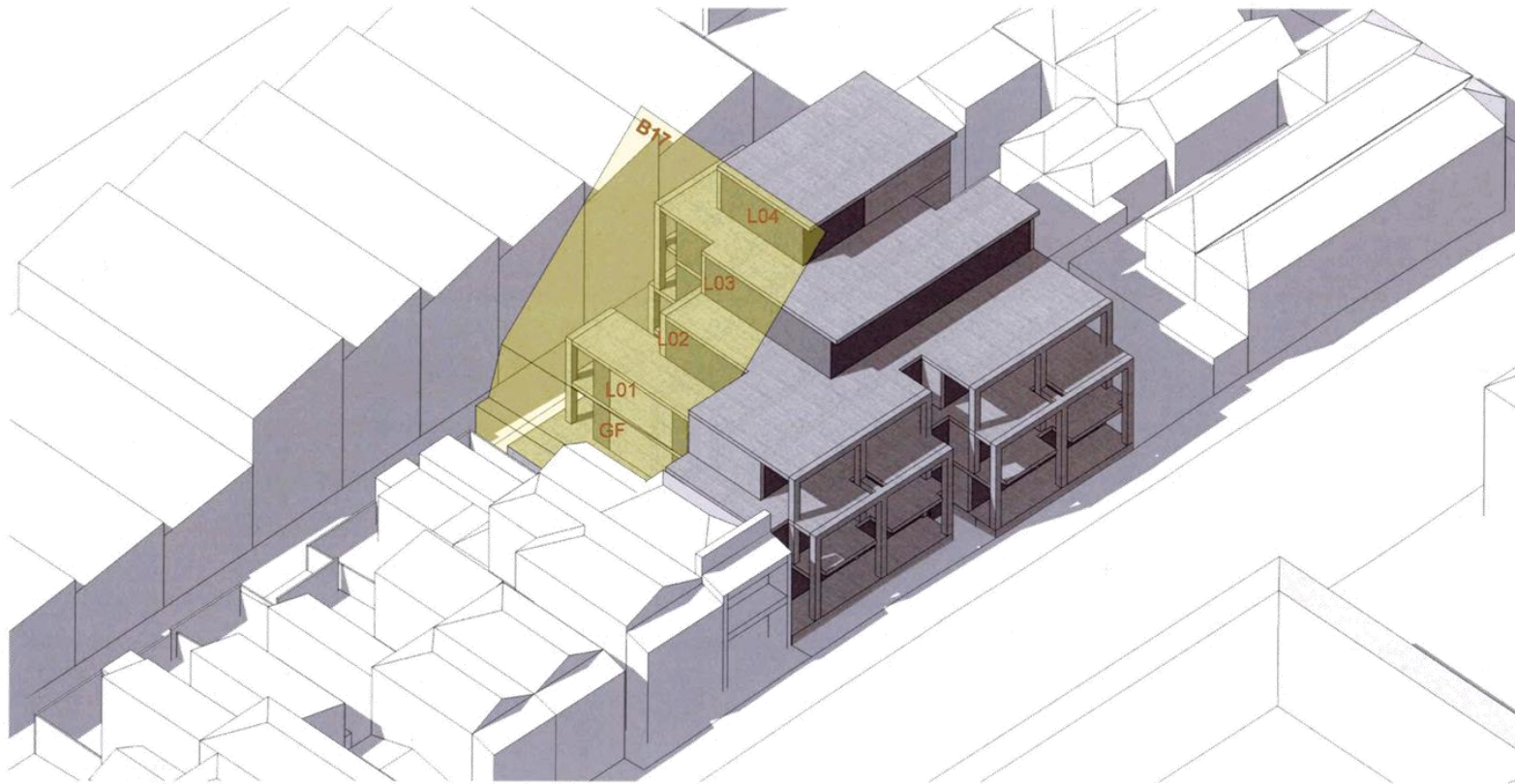
KOICHI TAKADA ARCHITECTS

2-12 CAMBRIDGE STREET COLLINGWOOD

TOWN PLANNING SUBMISSION, DESIGN REPORT

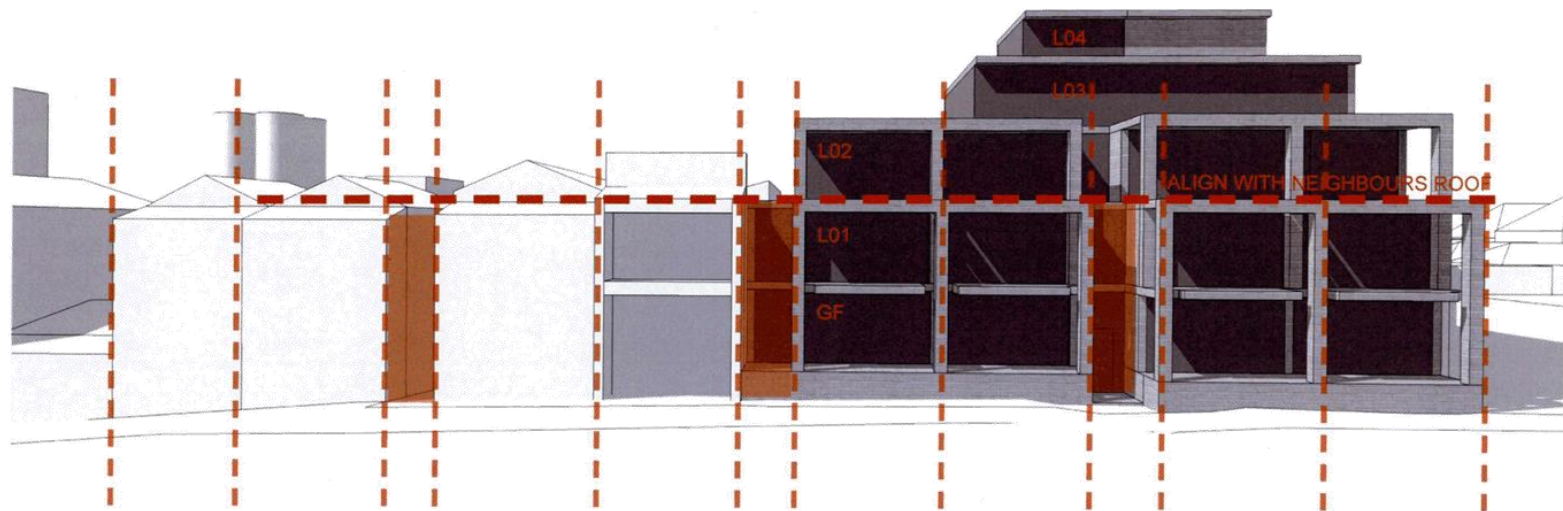
PAGE 13

Attachment 4 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part4

3.4 SETBACKS**SETBACKS TO RESPECT NEIGHBOURS**

The proposal respects the surrounding context by stepping back from both Cambridge Street to the west, and from the terrace houses located directly to the north. The north elevation steps back off the boundary shared with no. 14 Cambridge Street to reduce the visual bulk as viewed from their rear private open space. These setbacks are guided by the B17 regulation and by sight lines measured from the private open space of no. 14 Cambridge Street.

3.5 FACADE ARTICULATION



VERTICAL REPETITION FROM TERRACES

The building is informed by the rhythm of the neighbouring terrace houses at 14-20 Cambridge Street, mirroring their vertical proportions and creating a consistency and visual connection when viewed from the street. These proportions then inform the whole design, by breaking up the building into smaller parts, separated by recessed niches to provide depth, while brick portal frames are used to articulate the facade.

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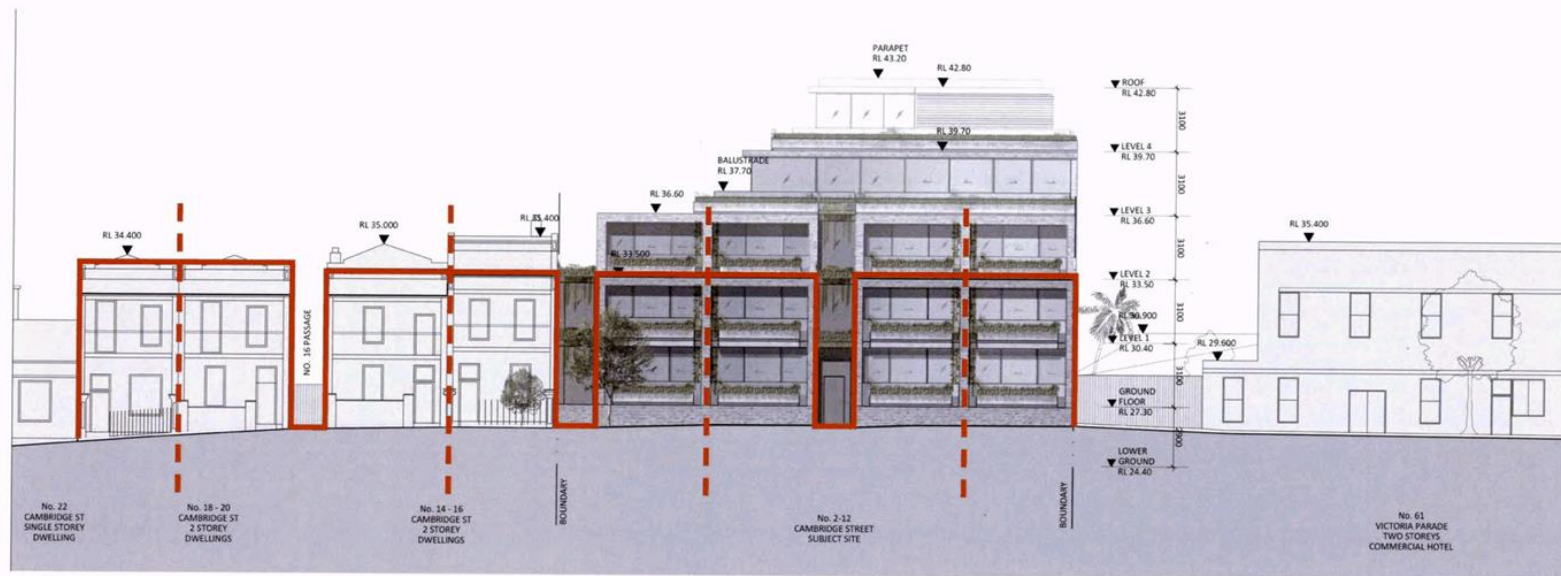
2-12 CAMBRIDGE STREET COLLINGWOOD

TOWN PLANNING SUBMISSION, DESIGN REPORT

PAGE 15

Attachment 4 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part4

3.5 FACADE ARTICULATION



VERTICAL REPETITION FROM TERRACES

The brick portal frames ground the building in its surrounding context, by adopting the form of the neighbouring terrace houses at 14 - 20 Cambridge Street. They also assist to break down the proposed building into smaller fine grain components at a scale appropriate to the local context.

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2-12 CAMBRIDGE STREET COLLINGWOOD

TOWN PLANNING SUBMISSION, DESIGN REPORT

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Attachment 4 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part4

3.6 MATERIALITY

FACADE MATERIALS & COLOUR PALETTE

GL1 - CLEAR GLASS
BALUSTRADES



GL2 - CLEAR GLASS - FULL
HEIGHT TO WINDOWS



AL1 - WHITE ALUMINIUM
COMPOSITE PANEL (SLAB
EDGE & PLANTER BOXES)



AL2 - DARK COLOUR
ALUMINIUM FRAME TO
GLAZING



GR1 - HANGING GARDEN

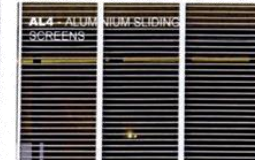
CN1 - TEXTURED WHITE
CONCRETE



BR1 - GREY/WHITE BRICK -
MODIUM FACADE FRAMES

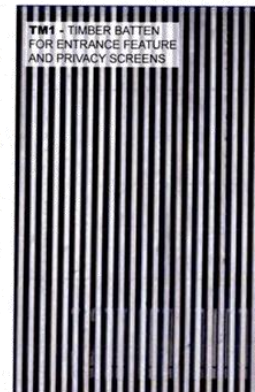


AL3 - ALUMINIUM LOUVRES TO
ROOFTOP PLANTROOM



AL4 - ALUMINIUM SLIDING
SCREENS

PLANTER REFERENCE



TM1 - TIMBER BATTEN
FOR ENTRANCE FEATURE
AND PRIVACY SCREENS

Attachment 4 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part4

COLLINGWOOD

2 - 12 CAMBRIDGE STREET

4.0 DEVELOPMENT SUMMARY

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2-12 CAMBRIDGE STREET COLLINGWOOD

TOWN PLANNING SUBMISSION, DESIGN REPORT

PAGE 18

Attachment 4 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Advertising S52 - Plans_Part4

4.1 DEVELOPMENT SUMMARY

TOWN PLANNING SUMMARY

2-12 Cambridge Street
Collingwood, VIC 3066

CONCEPT DESIGN SUBMISSION
DATE: 11.10.16
DEVELOPMENT SUMMARY - REV.C

KOICHI TAKADA ARCHITECTS

DEVELOPMENT SUMMARY - TOWN PLANNING SUBMISSION

SITE AREA 423 m²
LOWER GROUND FLOOR AREA 569 m²
SITE COVERAGE 569 m²

	LEVEL	APARTMENT MIX				CAR PARKS	BIKE PARKS	STORAGE Units
		1B 45-47m ²	1BED+S 47-55m ²	2B+2BTH 65-75m ²	TOTAL			
CAMBRIDGE STREET BUILDING	LOWER GROUND FLOOR					13	30	18
	GROUND	1	3	2	6			
	LEVEL 1	1	3	1	5			
	LEVEL 2	0	2	2	4			
	LEVEL 3	0	3	0	3			
	LEVEL 4 ROOF	0	0	0	0			
	TOTAL DEVELOPMENT SUMMARY	2	11	5	18	13	30	18

CARPARK	1B	1BED+S	2B+2BTH	REQUIRED TOTAL	VISITOR	TOTAL REQUIRED
RATE	0.6	0.6	1.0	0.7	0.015	
NO.	1	7	5	13	0	13

APARTMENT MIX SUMMARY

	1B	1BED+S	2B+2BTH	APT TOTAL
TOTAL	2	11	5	18
%	11%	61%	28%	100%

Notes:

1. This scheme and schedule have been prepared for preliminary planning permission purposes only.
2. The design has been prepared without structural and services advice and coordination.
3. Changes to the layouts and associated figures will be made during the design development.

Definitions:

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2. GFA has been measured to the external face of the external walls, including areas for vertical circulation, lift, stair and plant rooms. GFA excludes voids.
3. GBA has been measured to the external face of all built areas, including balconies, roof terraces, and slab extensions accommodating planter boxes and privacy screens. GBA excludes non-trafficable green roofs and general roof areas.
3. Basement GFA has been measured to the external face of all shoring walls, including services, plant rooms, vertical circulation, and lifts. Basement GFA excludes voids.

GURNER™

KOICHI TAKADA ARCHITECTS

2-12 CAMBRIDGE STREET COLLINGWOOD

TOWN PLANNING SUBMISSION, DESIGN REPORT

PAGE 19

Attachment 5 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans

2-12 Cambridge Street
COLLINGWOOD, VIC 3066

CONCEPT DESIGN SUBMISSION
DATE: 07.06.2016
DEVELOPMENT SUMMARY - REV.G

KOICHI TAKADA ARCHITECTS

DEVELOPMENT SUMMARY - TOWN PLANNING SUBMISSION

	LEVEL	GBA	GFA	NSA	EFFICIENCY	APARTMENT MIX					CAR PARKS	BIKE PARKS	STORAGE
						1B	1BED+S	2B+1BTH	2B+2BTH	TOTAL			
					NSA/GFA	45-47m ²	47-55m ²	60-65m ²	65-75m ²				Units
CAMBRIDGE STREET BUILDING	LOWER GROUND FLOOR	569	569	0							13	30	18
	GROUND	451	392	327	84%	4	1	0	1	6			
	LEVEL 1	450	392	346	88%	4	1	0	1	6			
	LEVEL 2	283	287	246	85%	0	3		1	4			
	LEVEL 3	281	140	91	65%	1		1	0	2			
	LEVEL 4	114	16	16	100%					0			
	ROOF												
	TOTAL DEVELOPMENT SUMMARY	2148	1227	1026	85%	9	5	1	3	18	13	30	18

CARPARK	1B	1BED+S	2B+1BTH	2B+2BTH	REQUIRED TOTAL	VISITOR	TOTAL REQUIRED
RATE	0.6	0.6	1.0	1.0	0.7	0.015	
NO.	6	3	1	3	13	0	13

Notes:

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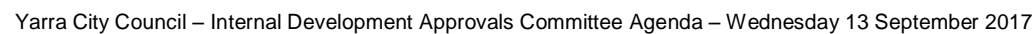
APARTMENT MIX SUMMARY

	1B	1BED+S	2B+1BTH	2B+2BTH	APT TOTAL
TOTAL	9	5	1	3	18
%	50%	28%	6%	17%	100%

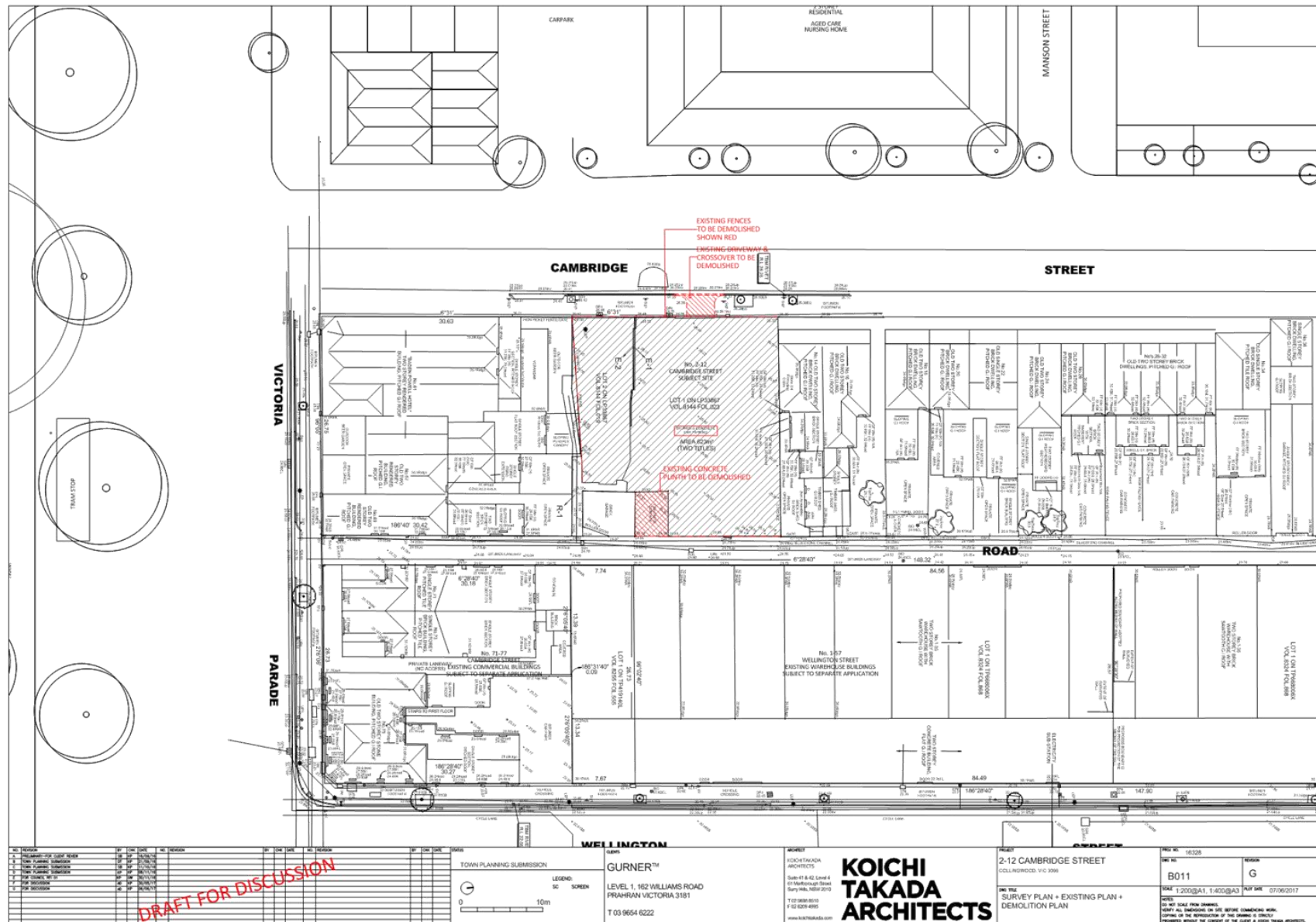
DRAFT FOR DISCUSSION

B000	DRAWING LIST	NTS
B010	SITE PLAN + CONTEXT PLAN	1:400
B011	SURVEY PLAN + EXISTING PLAN	1:400
B099	LOWER GROUND FLOOR LEVEL	1:200
B100	GROUND FLOOR LEVEL	1:200
B101	LEVEL 01	1:200
B102	LEVEL 02	1:200
B103	LEVEL 03	1:200
B104	LEVEL 04	1:200
B105	ROOF	1:200
B200	EXISTING ELEVATION - CAMBRIDGE ST (WEST)	1:200
B201	EXISTING ELEVATION - REAR LANE (EAST)	1:200
B202	EXISTING ELEVATION - SOUTH	1:200
B203	EXISTING ELEVATION - NORTH	1:200
B204	PROPOSED ELEVATION - CAMBRIDGE ST (WEST)	1:200
B205	PROPOSED ELEVATION - REAR LANE (EAST)	1:200
B206	PROPOSED ELEVATION - SOUTH	1:200
B207	PROPOSED ELEVATION - NORTH	1:200
B300	SECTION A	1:200
B301	SECTION B	1:200
B550	SHADOW DIAGRAM 22 SEPT - 9am	NTS
B551	SHADOW DIAGRAM 22 SEPT - 10am	NTS
B552	SHADOW DIAGRAM 22 SEPT - 11am	NTS
B553	SHADOW DIAGRAM 22 SEPT - 12pm	NTS
B554	SHADOW DIAGRAM 22 SEPT - 1pm	NTS
B555	SHADOW DIAGRAM 22 SEPT - 2pm	NTS
B556	SHADOW DIAGRAM 22 SEPT - 3pm	NTS

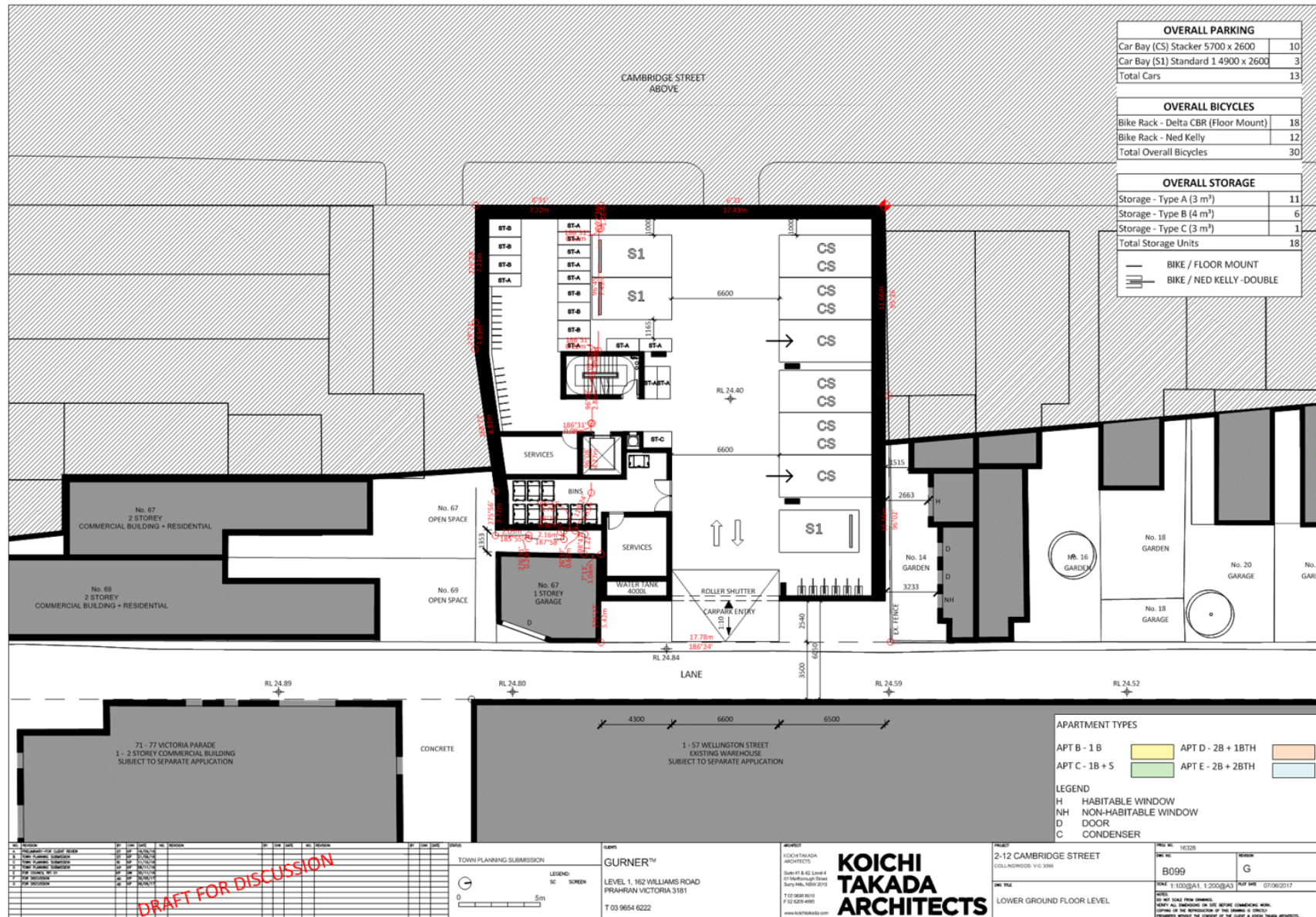
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3	TOWN PLANNING SUBMISSION	SP	12/12/2012	3	SC	SP	12/12/2012	3	SC	SP	12/12/2012	3	SC	SP	12/12/2012	3	SC	SP	12/12/2012
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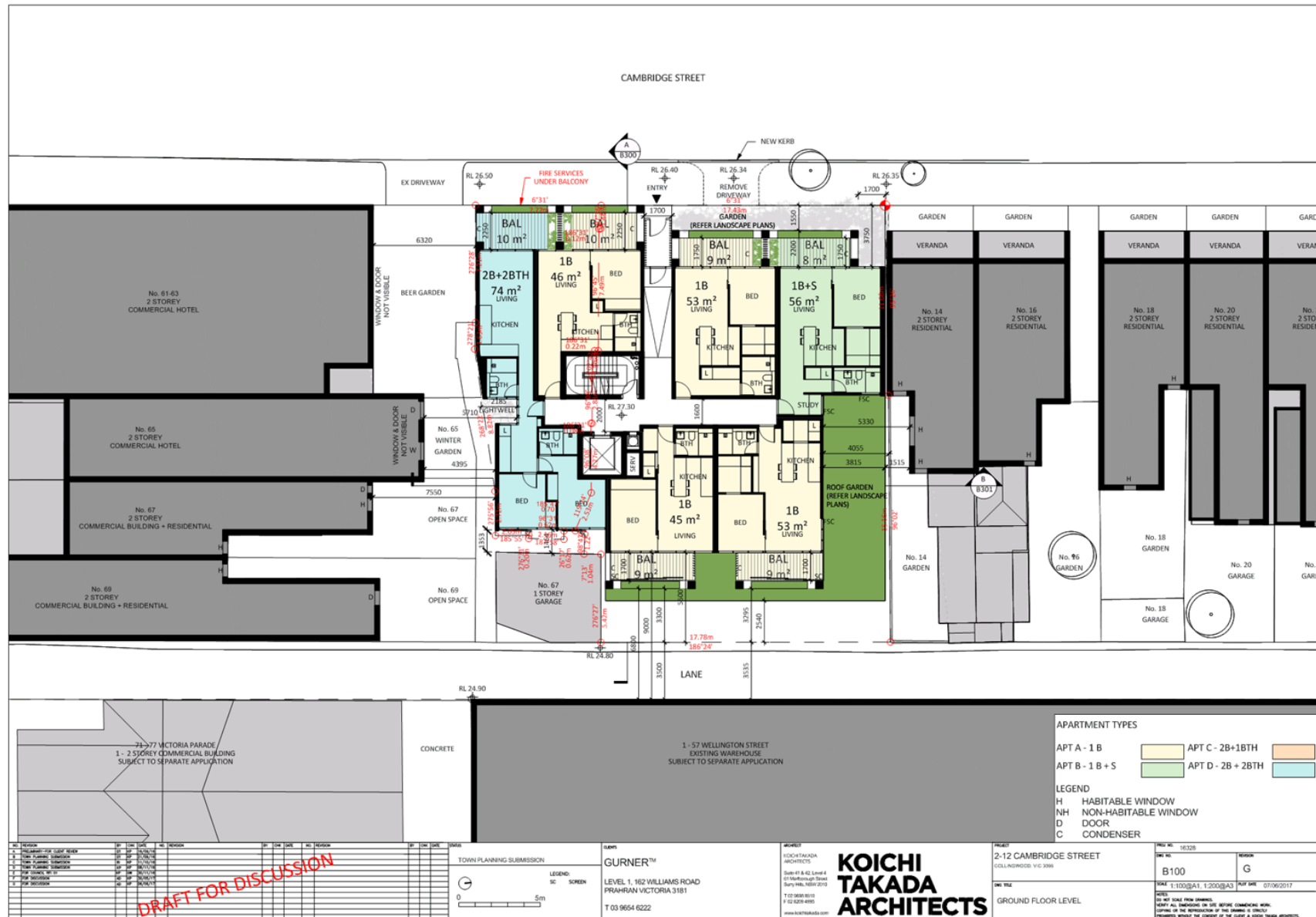
Attachment 5 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans



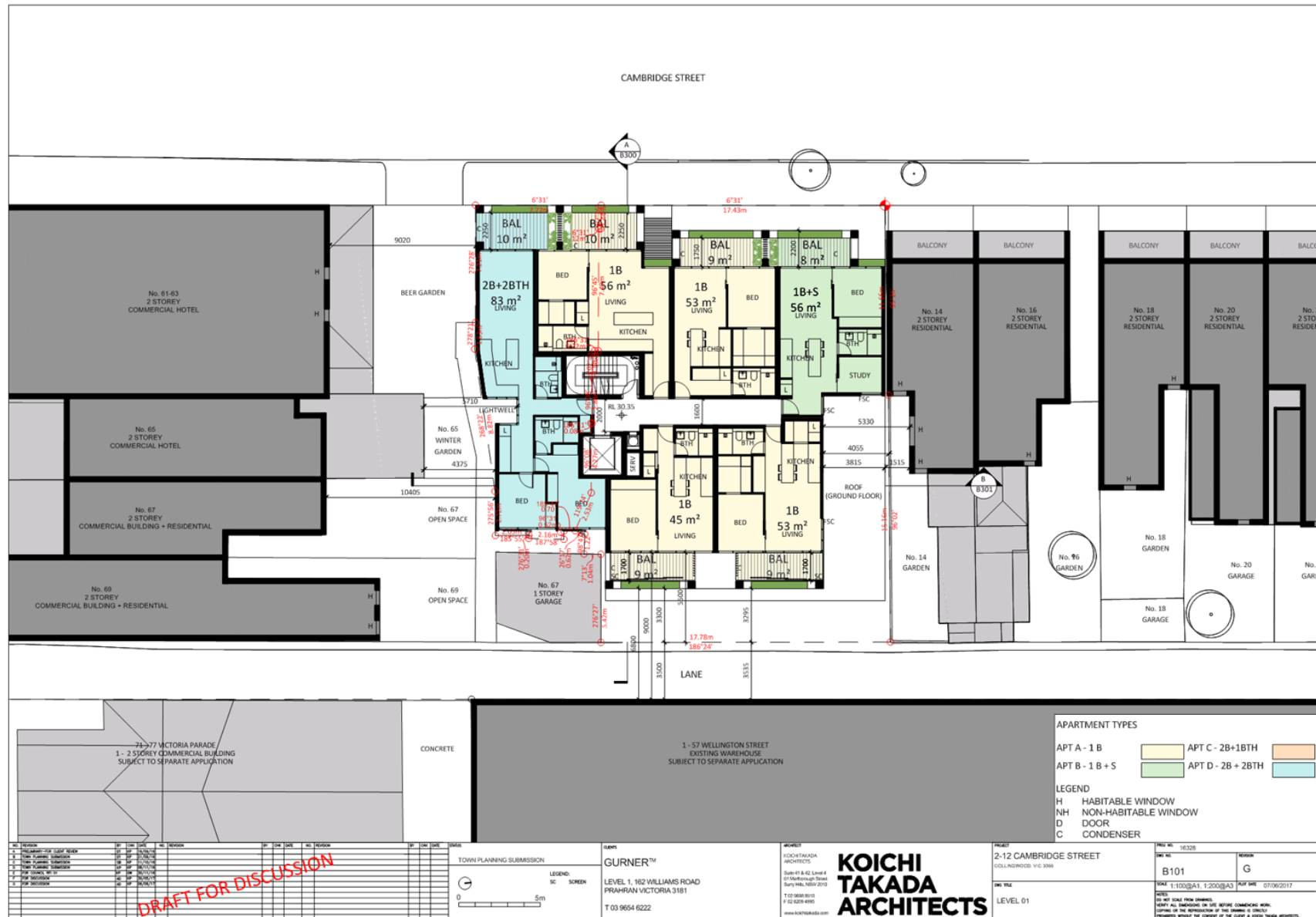
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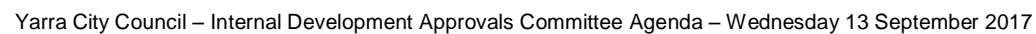


Attachment 5 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans

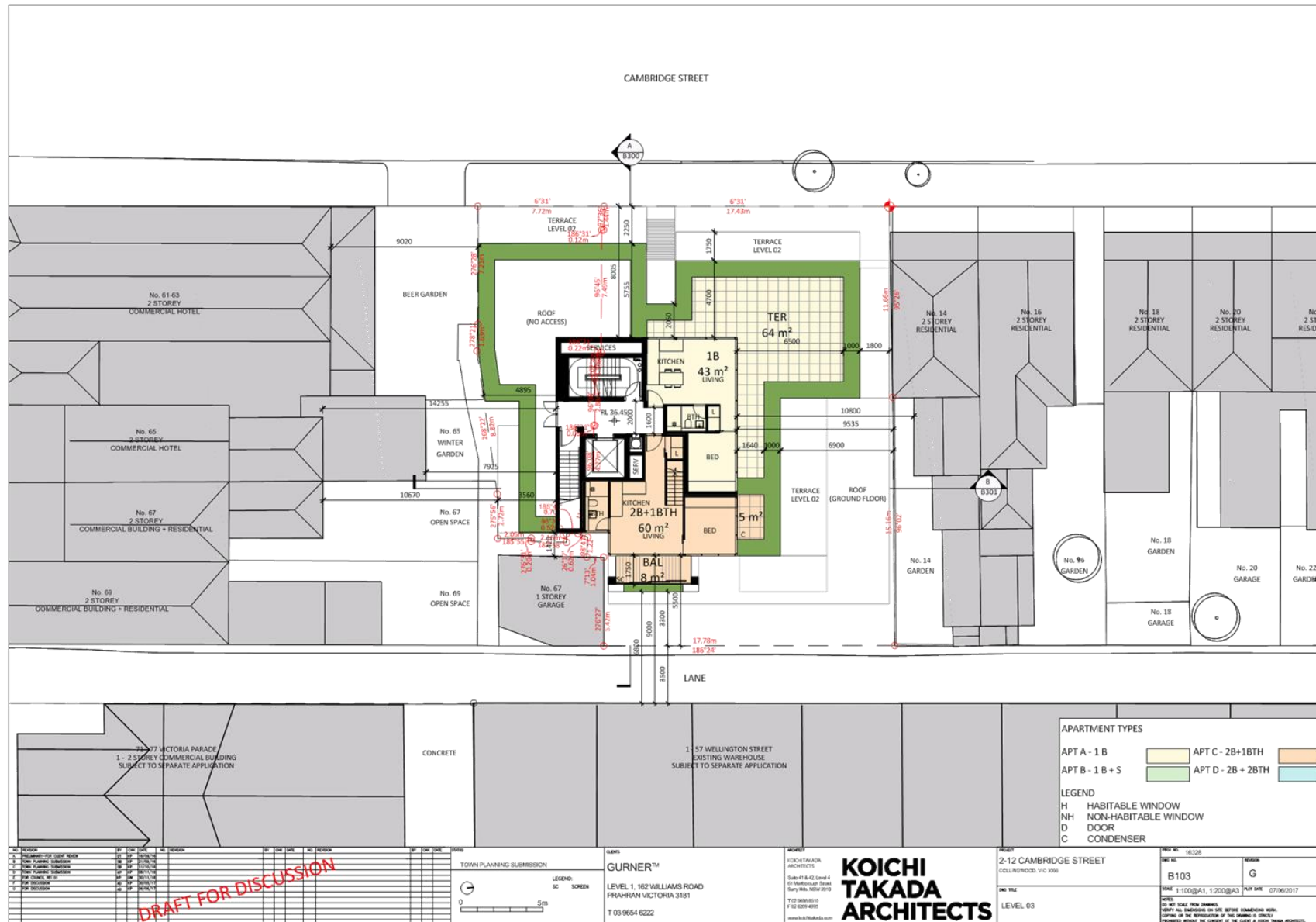


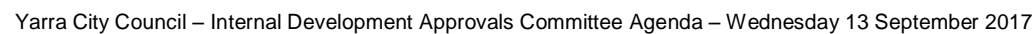
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Attachment 5 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans



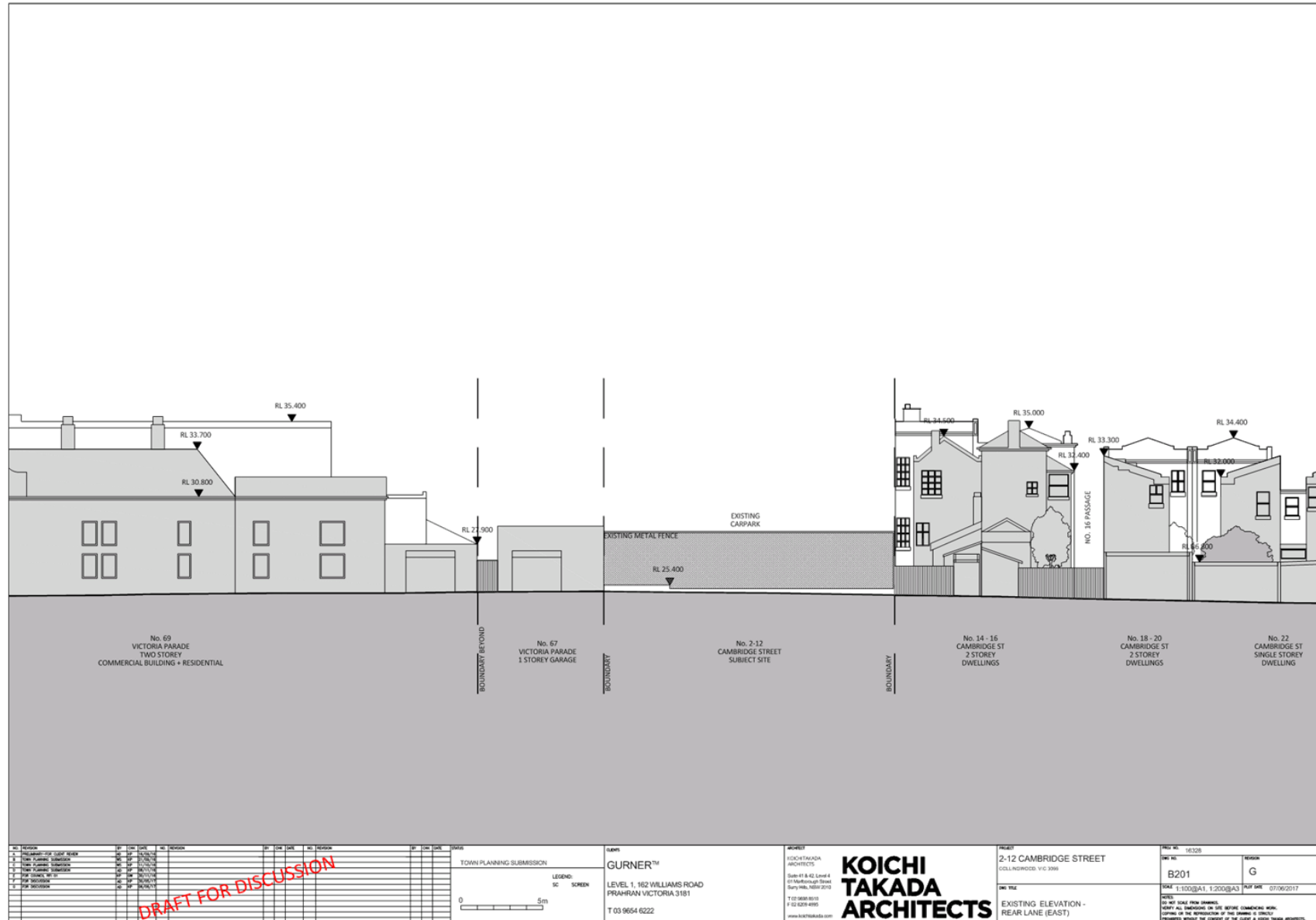




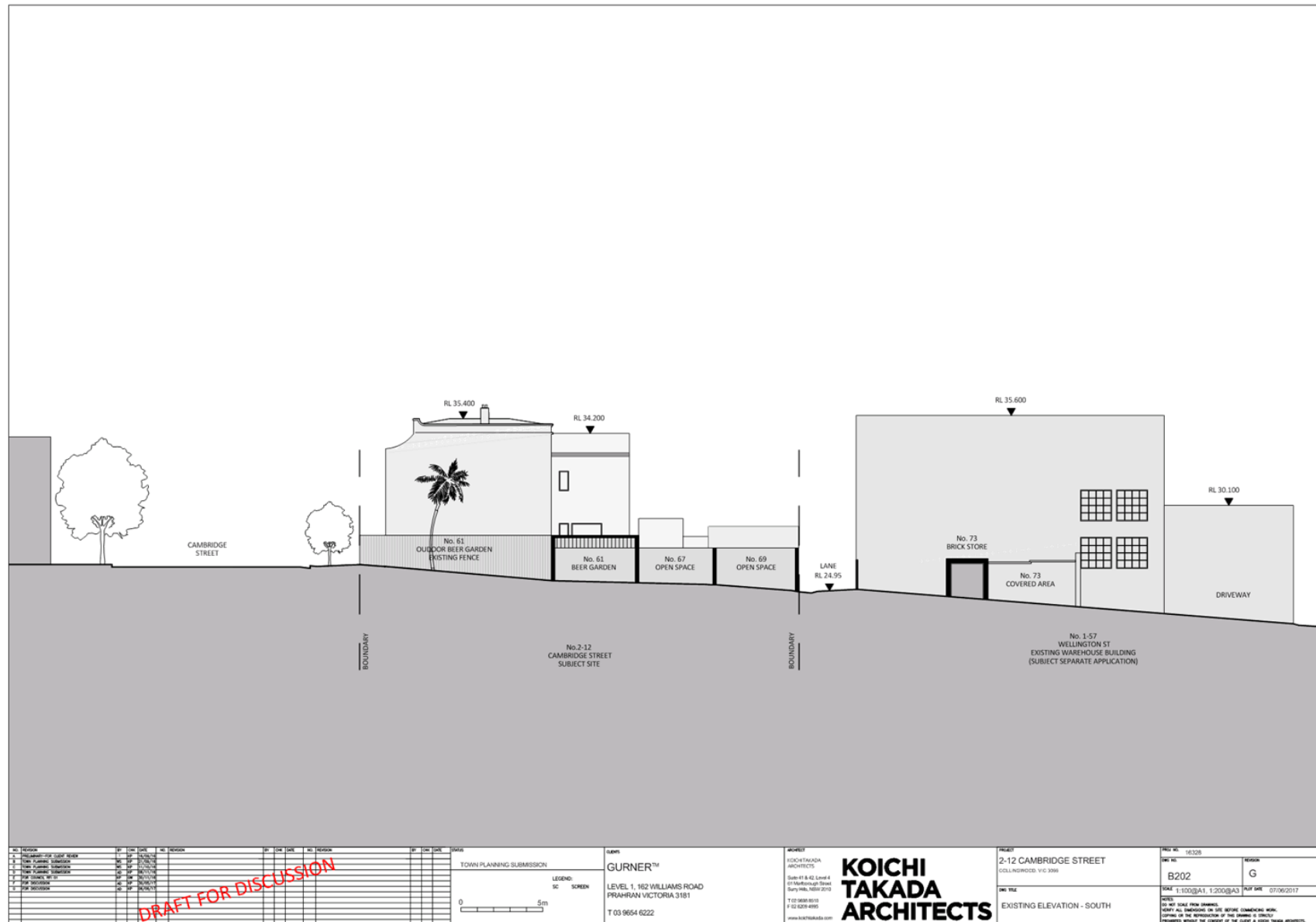
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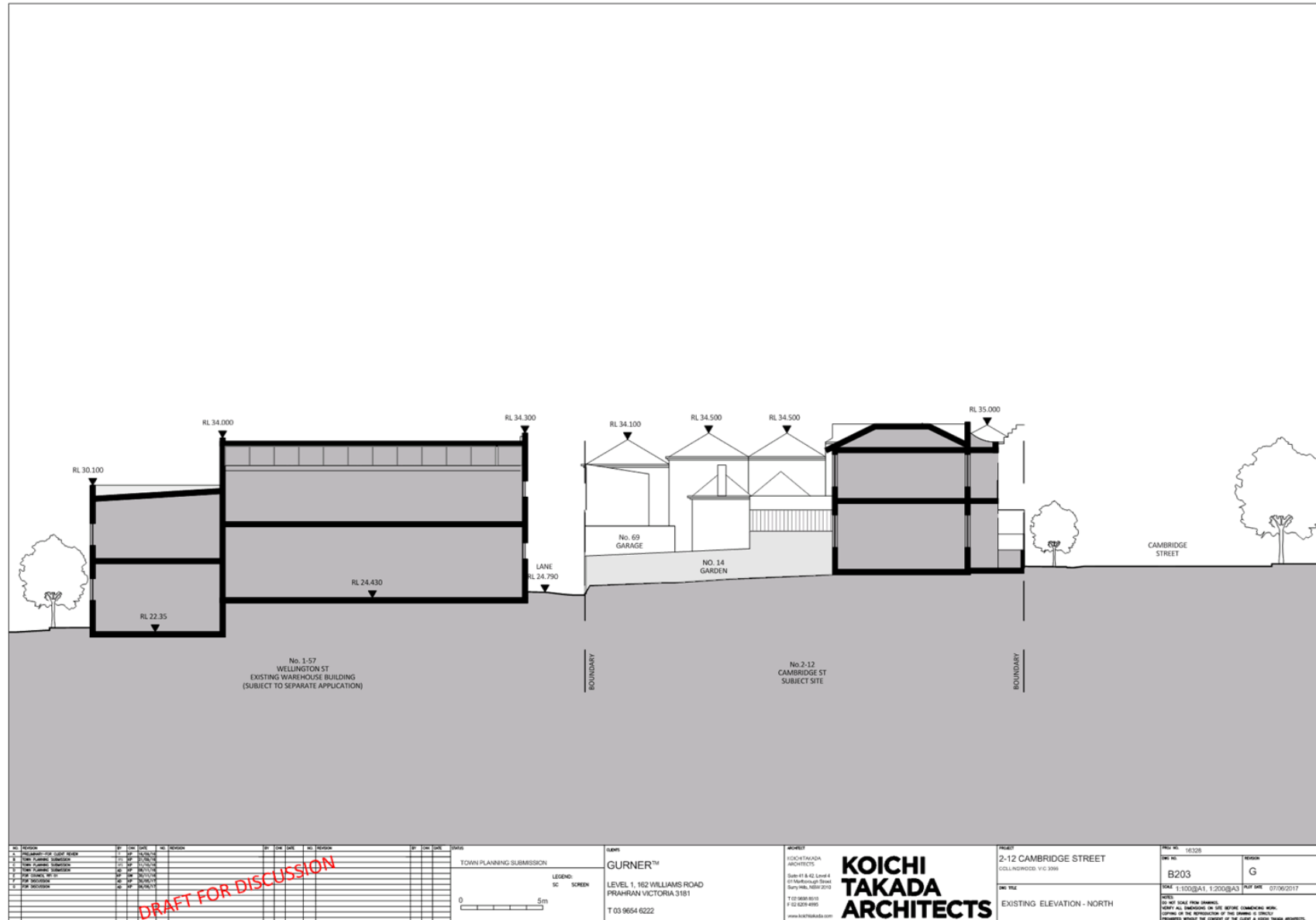
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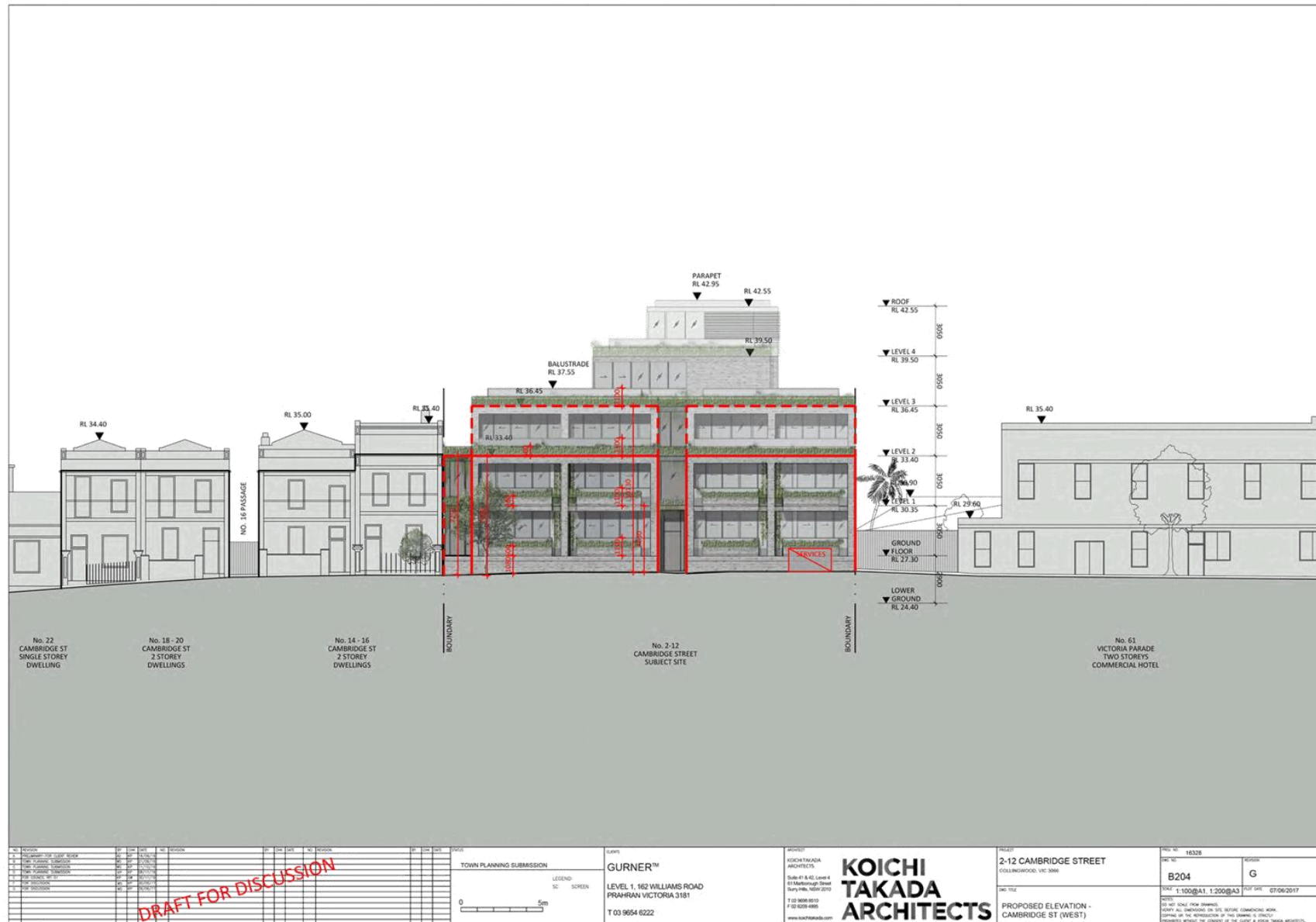
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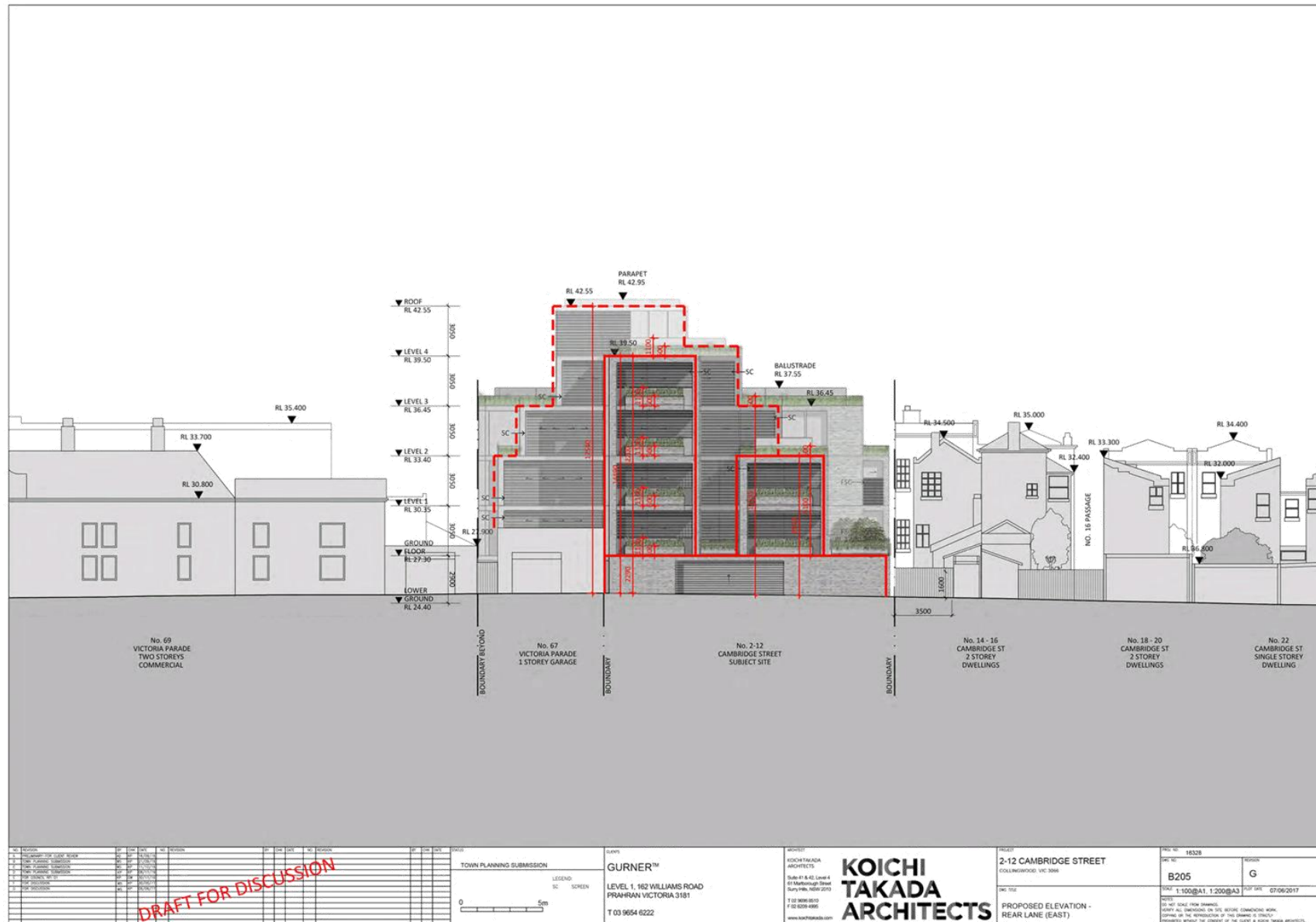
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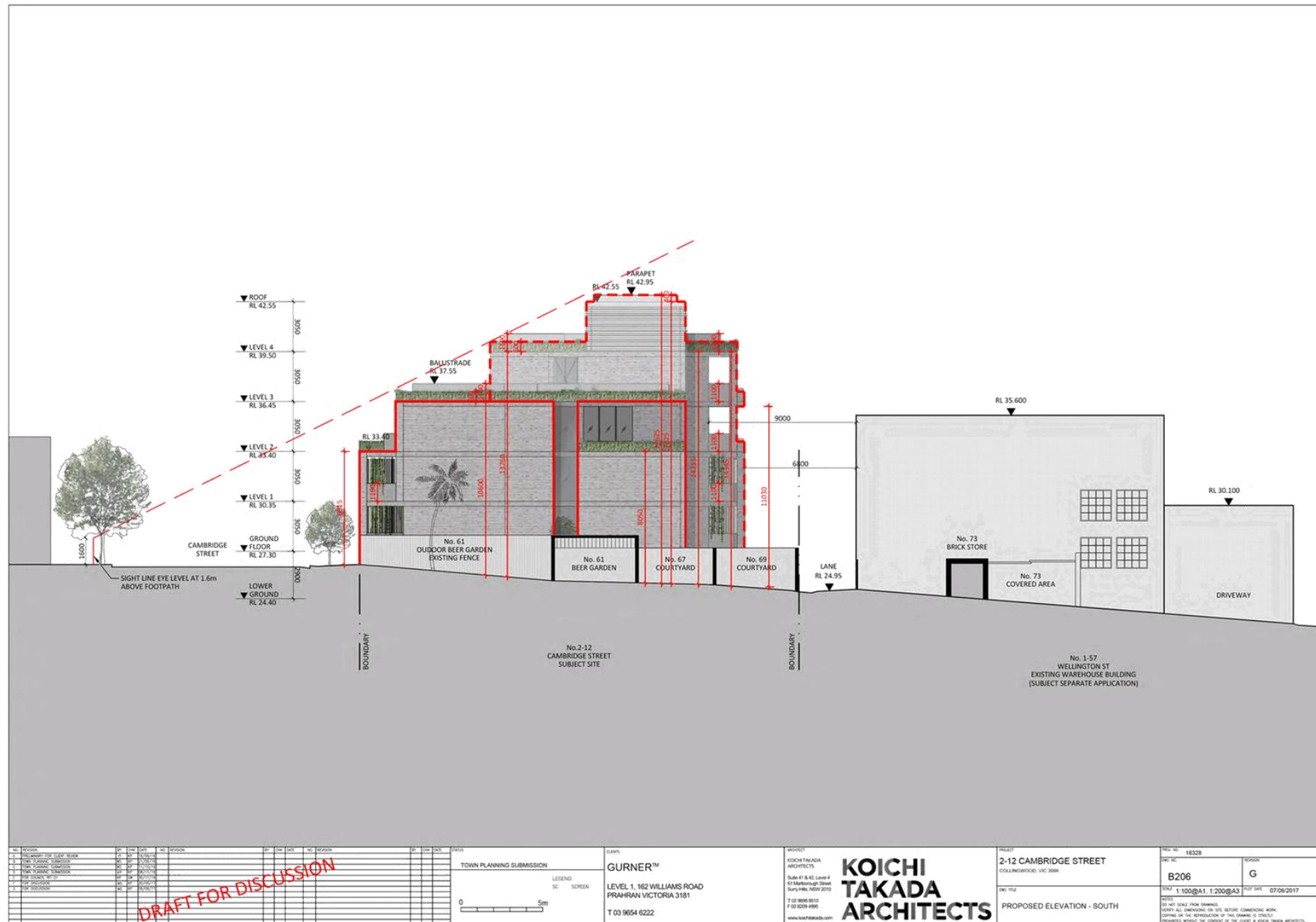
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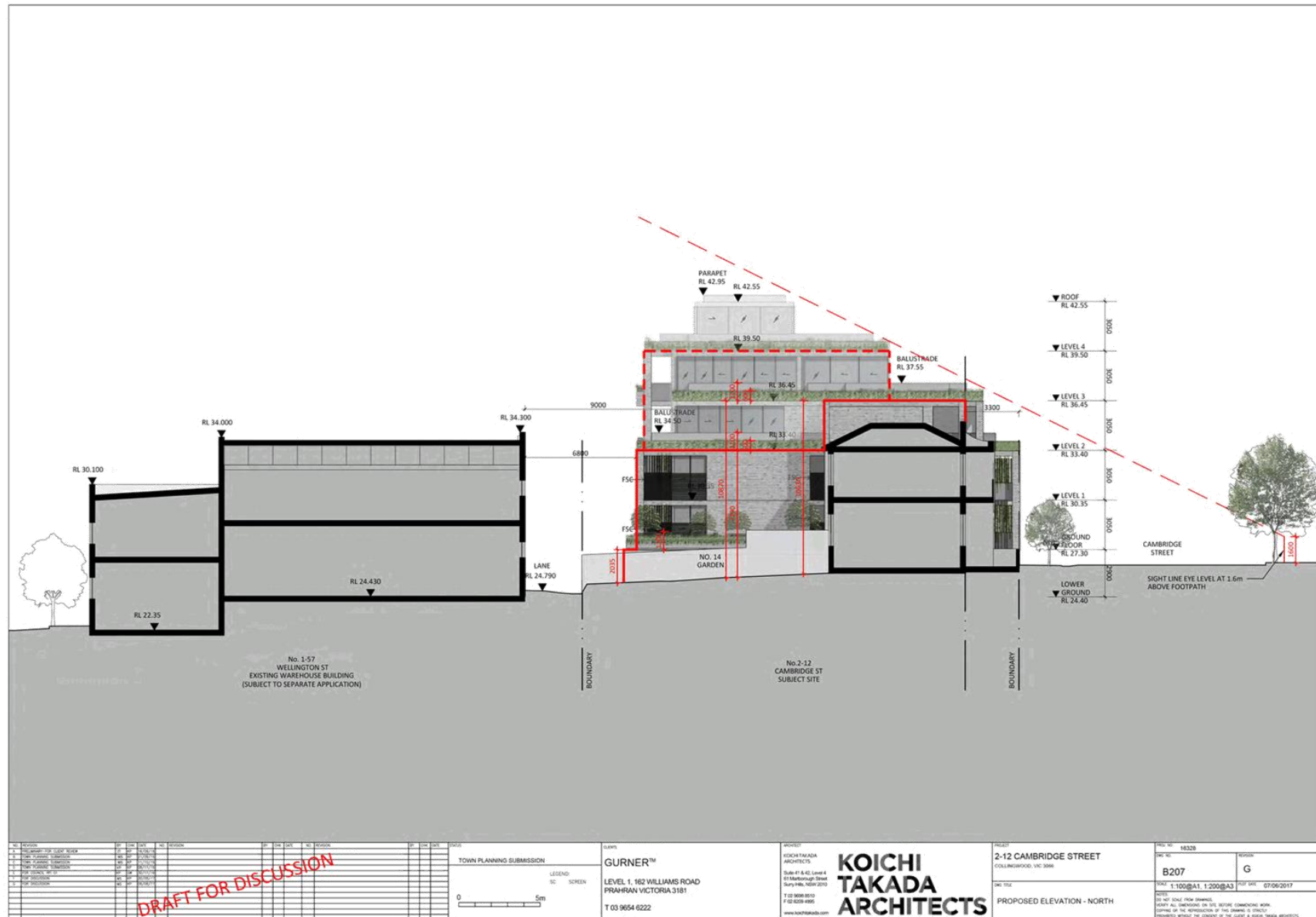
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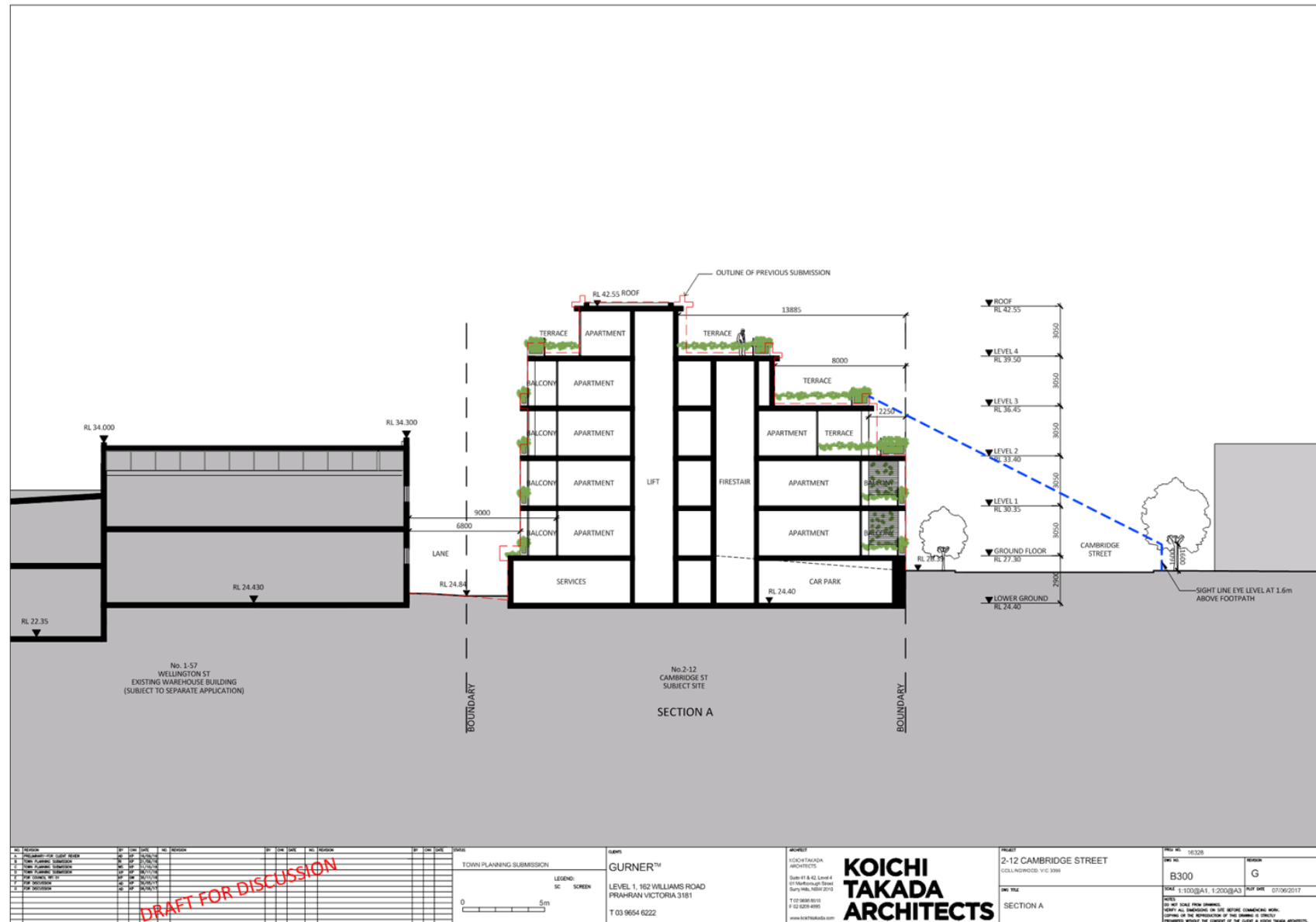
Attachment 5 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans



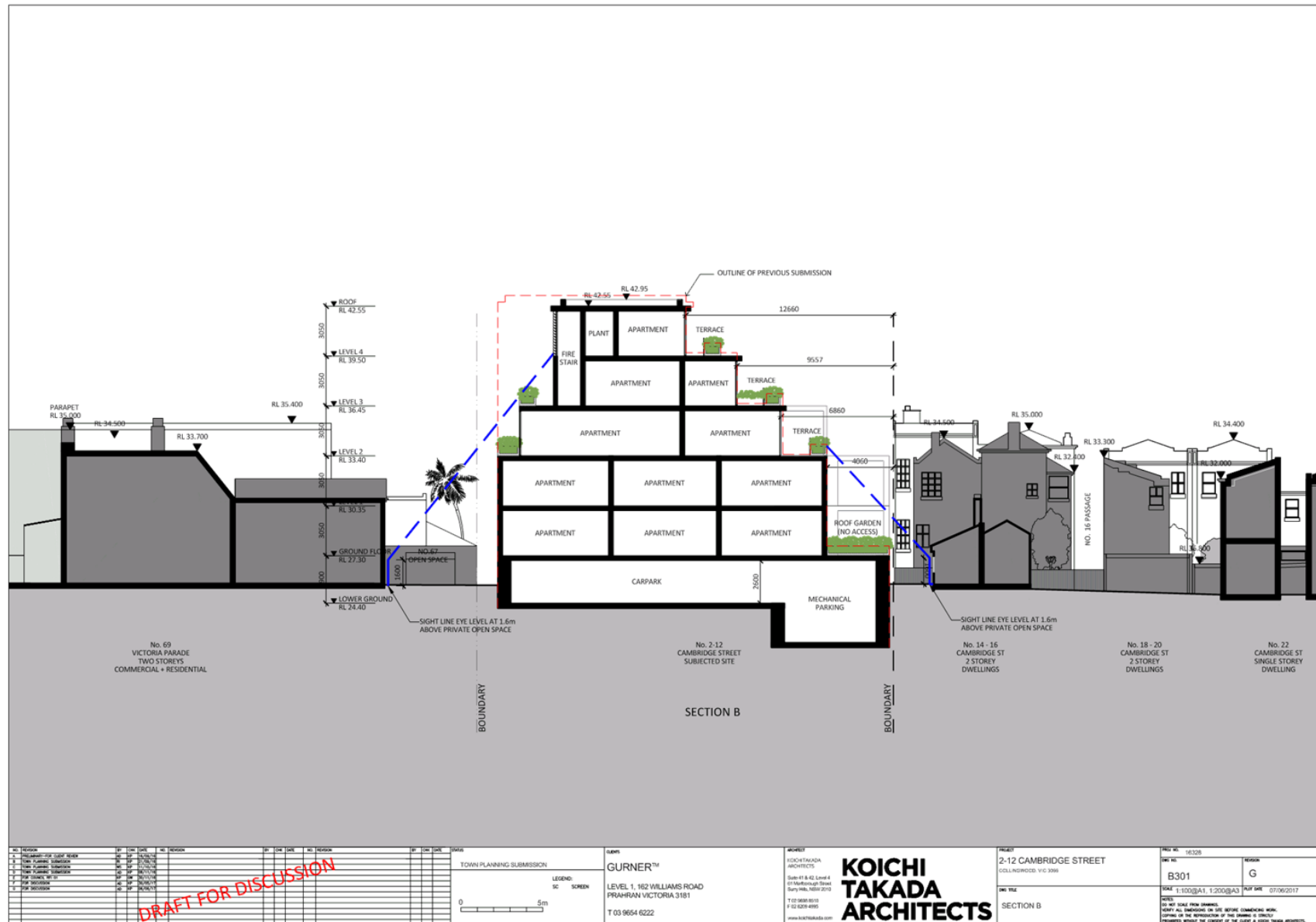
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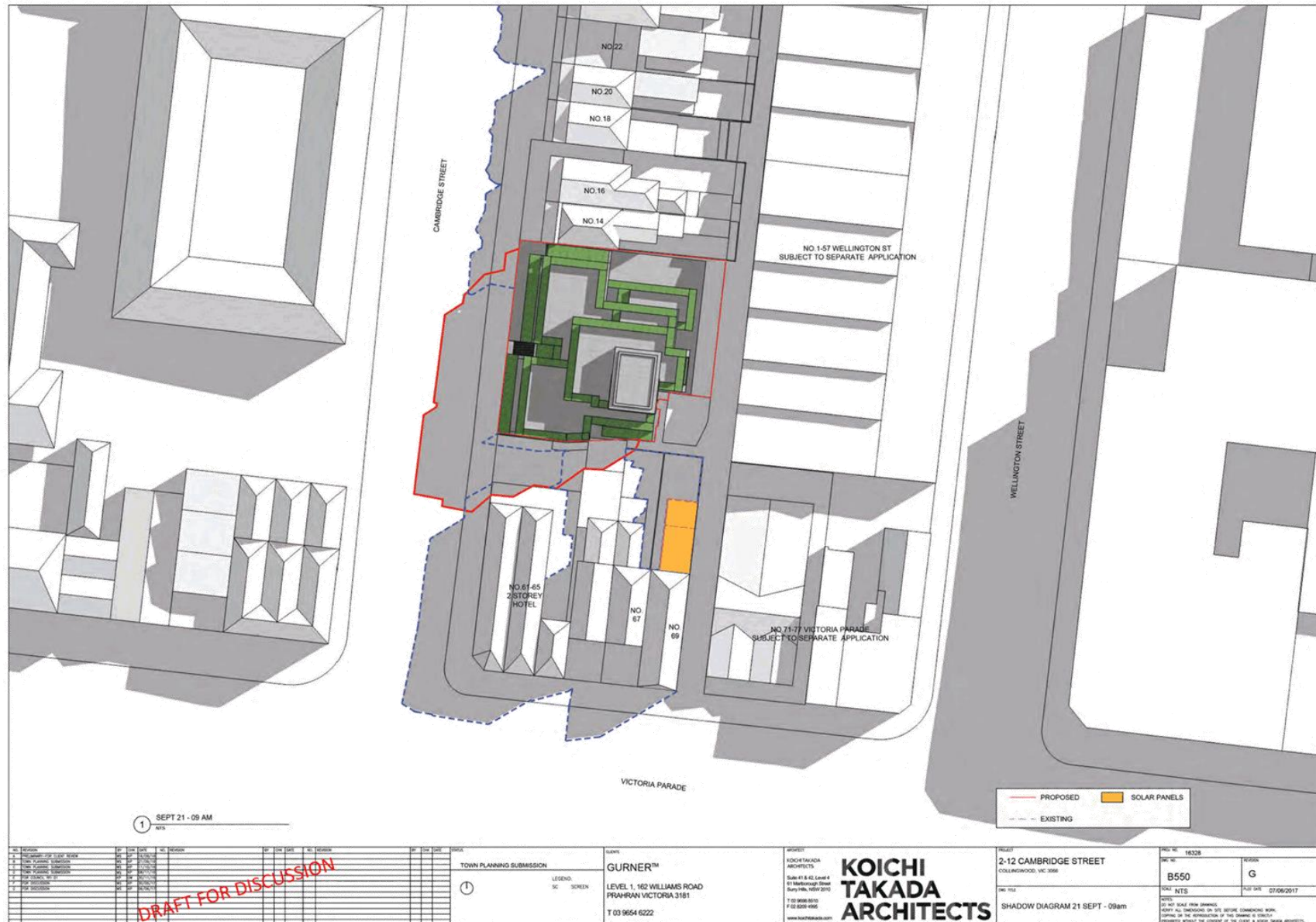
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Attachment 5 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans

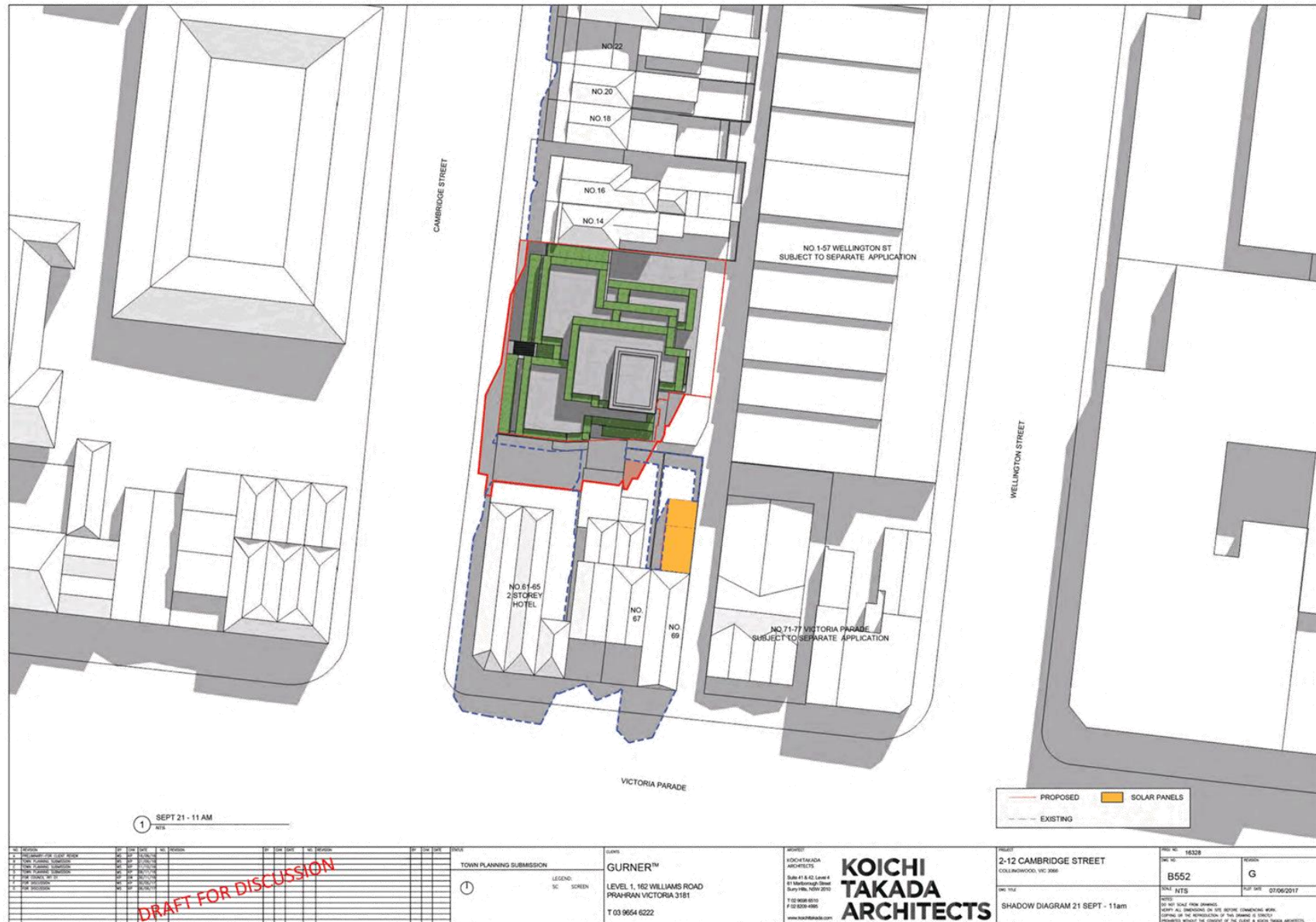


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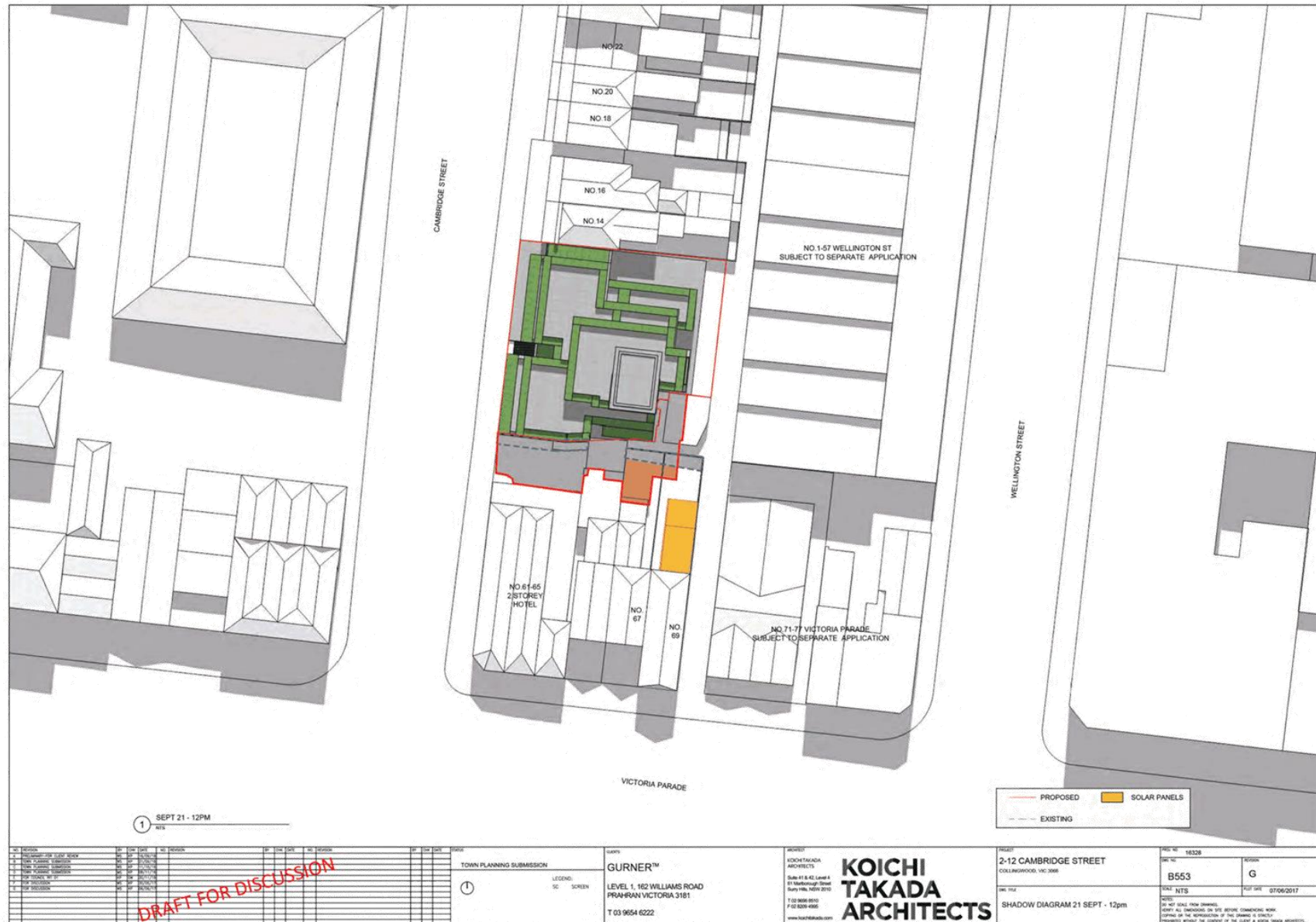




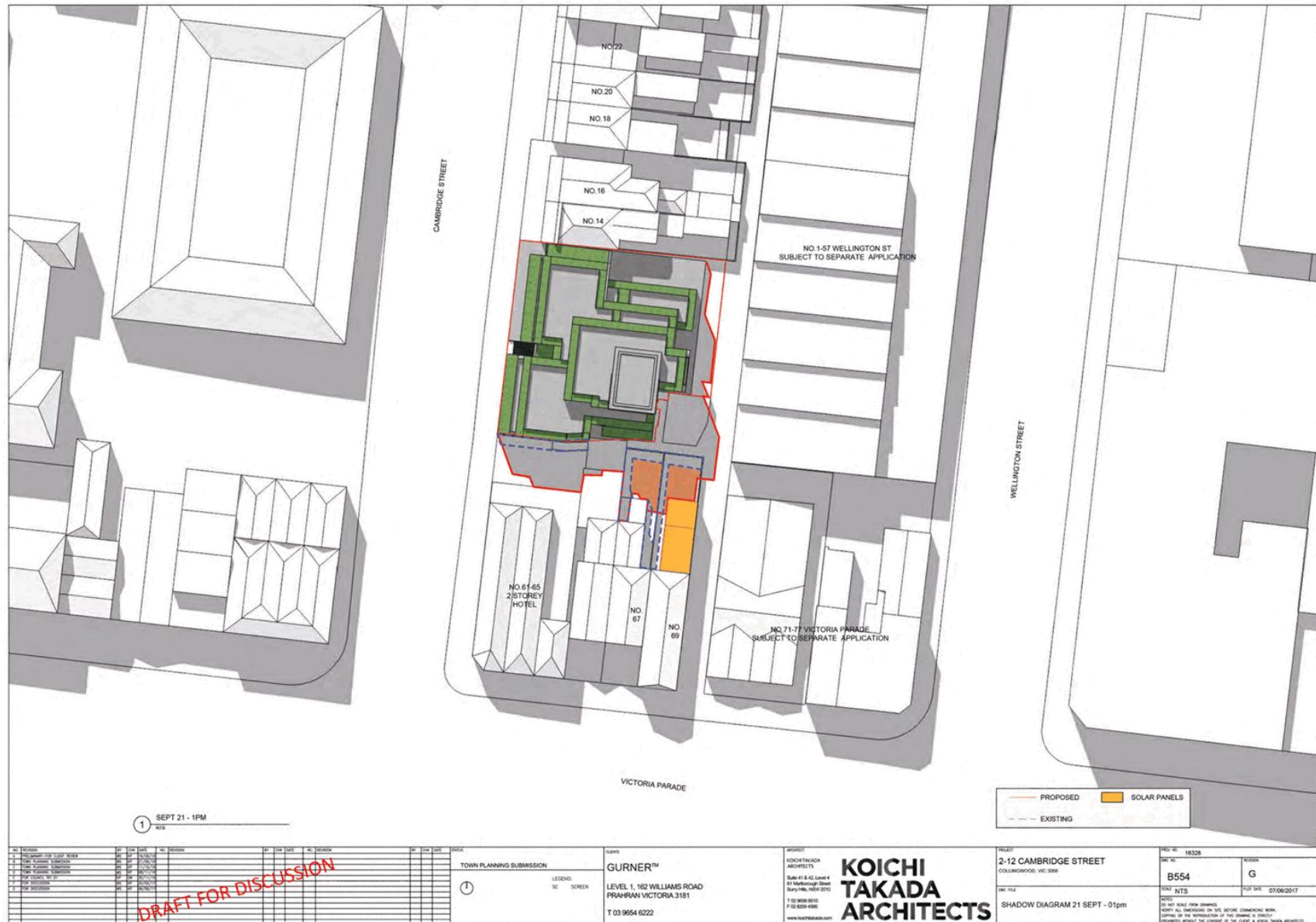
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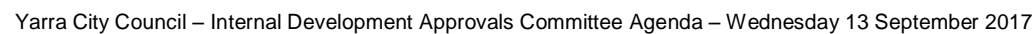


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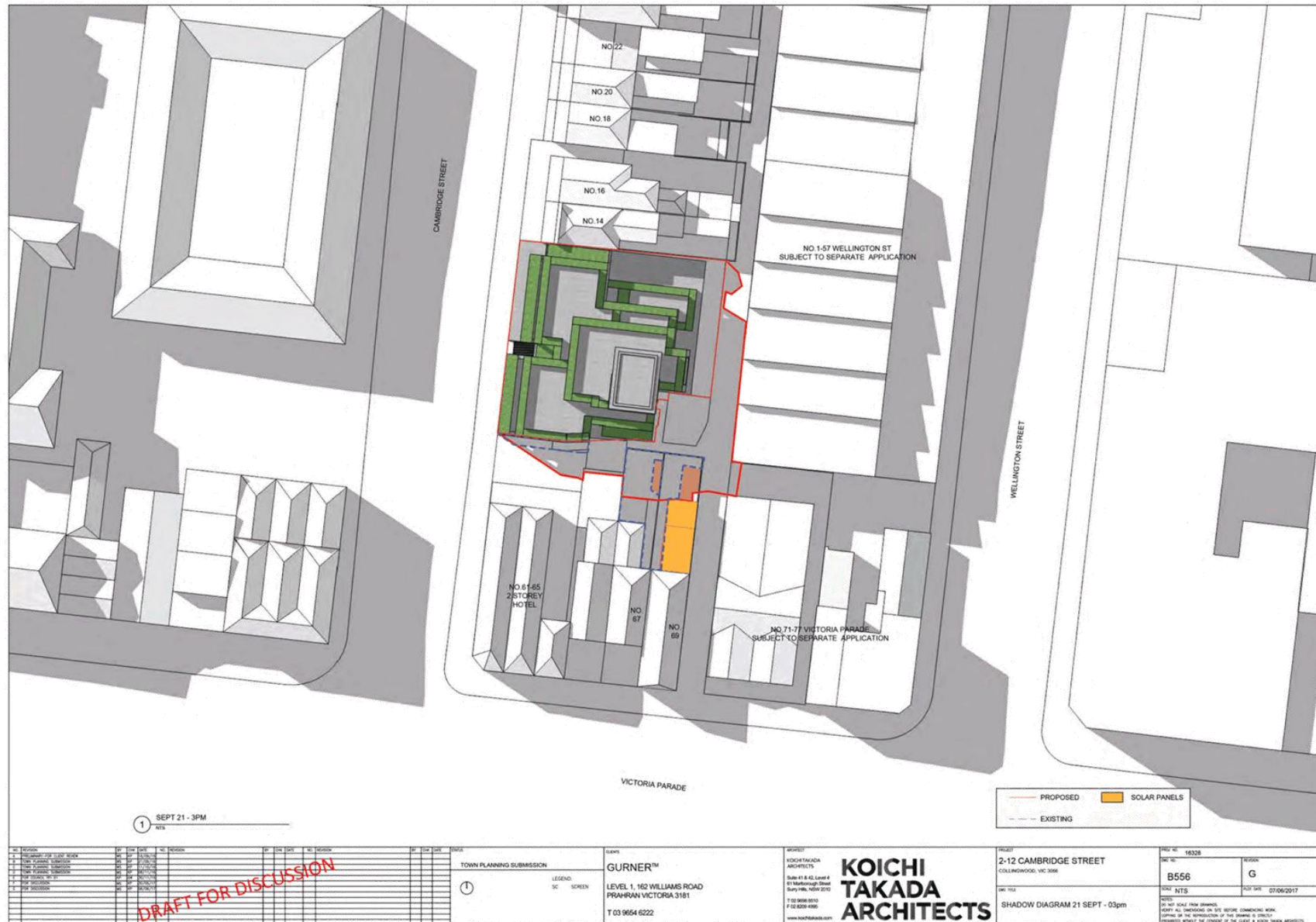


Attachment 5 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans





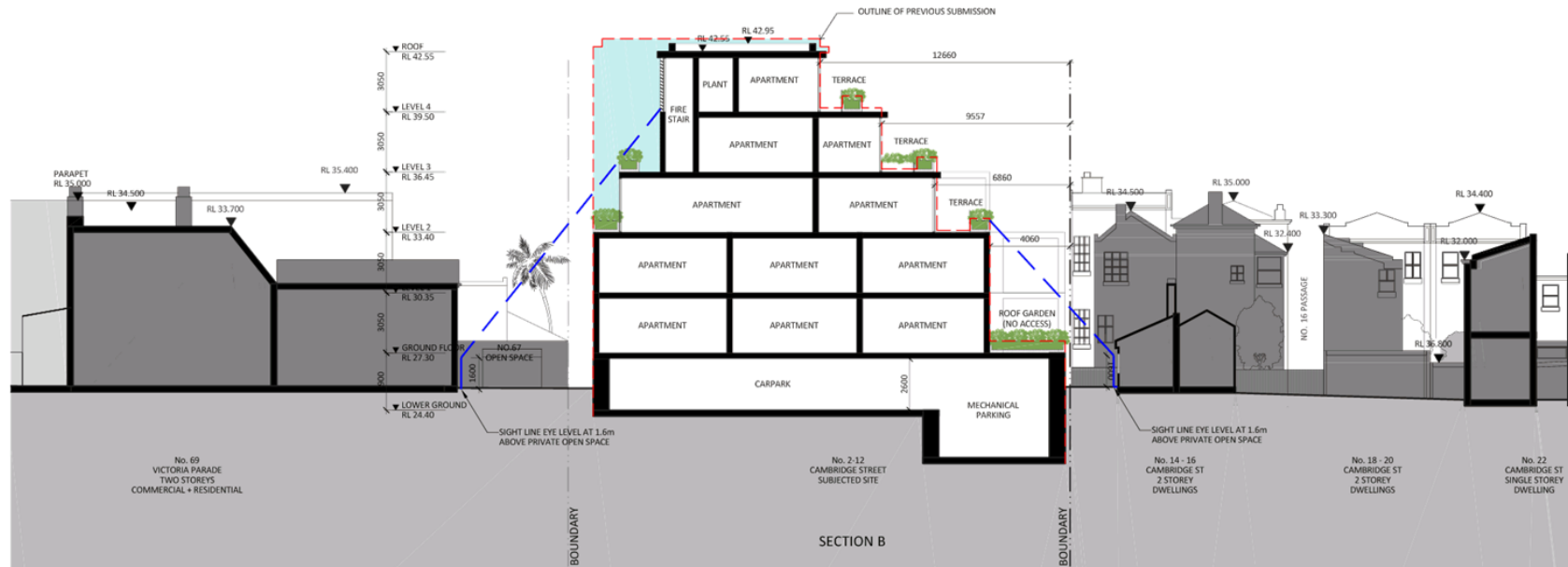
Attachment 5 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans



Attachment 5 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans

VICTORIA PARADE VISUAL BULK

MASSING DIFFERENCE BETWEEN TOWN PLANNING AND REVISED PLANNING



MASSING

- SIGHT LINES FROM No. 69 VICTORIA PARADE TAKEN FROM 1.6m ASSUMED EYE LEVEL
- TOWN PLANNING MASSING

2-12 CAMBRIDGE STREET
COLLINGWOOD, VIC

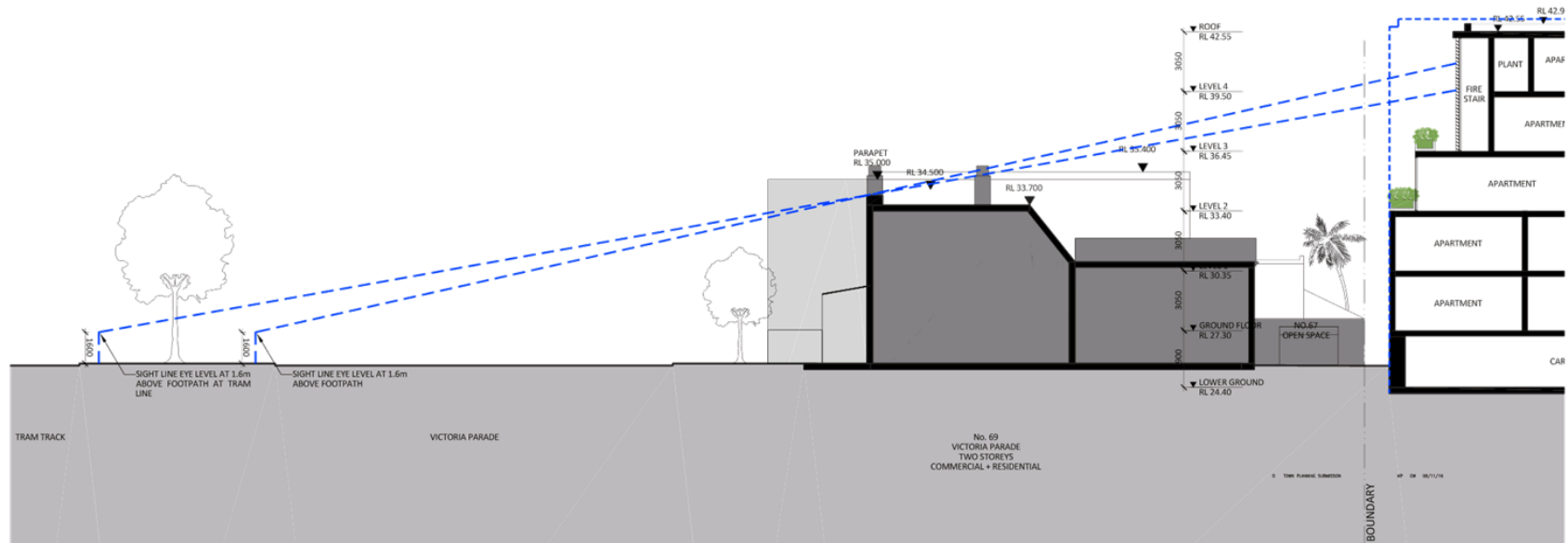
DRAFT FOR DISCUSSION

KOICHI TAKADA ARCHITECTS
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www.koichi-takada.com

Attachment 5 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans

VICTORIA PARADE VISUAL BULK

SIGHT LINE DIAGRAM FROM VICTORIA PARADE



SECTION - SIGHT LINE FROM VICTORIA PARADE

— SIGHT LINES FROM VICTORIA PARADE TAKEN FROM 1.6m ASSUMED EYE LEVEL

2-12 CAMBRIDGE STREET
COLLINGWOOD, VIC

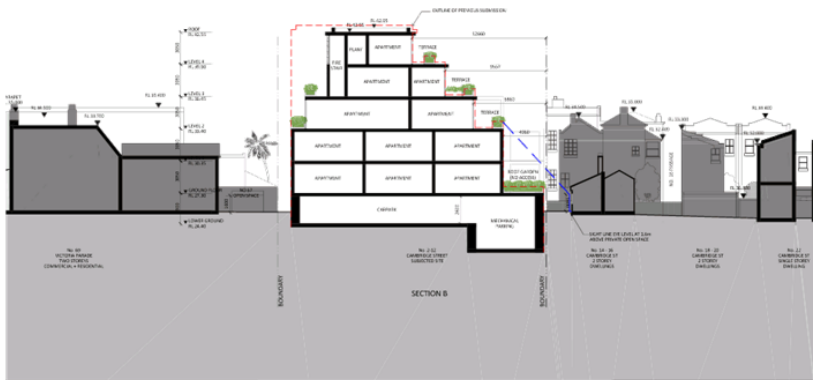
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Attachment 5 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans

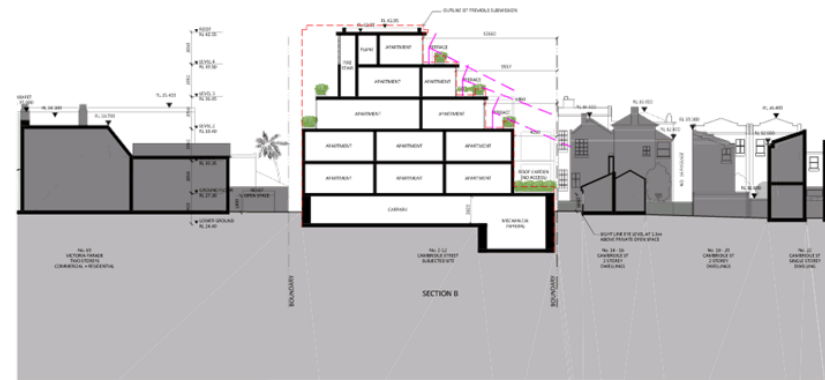
PRIVACY SCREENING

NO.14 CAMBRIDGE STREET INTERFACE



SECTION 1 - SIGHT LINE FROM No. 14 CAMBRIDGE ST

— SIGHT LINES FROM No 14 CAMBRIDGE STREET



SECTION 2 - PRIVACY TREATMENT TO PREVENT OVERLOOKING

— SIGHT LINES FROM 2-12 CAMBRIDGE STREET WITH PRIVACY MEASURES IN PLACE



PRIVACY TREATMENT B - LEVEL 02 TO LEVEL 04
WIDE PLANTERS USED TO ENSURE NO OVERLOOKING

2-12 CAMBRIDGE STREET
COLLINGWOOD, VIC

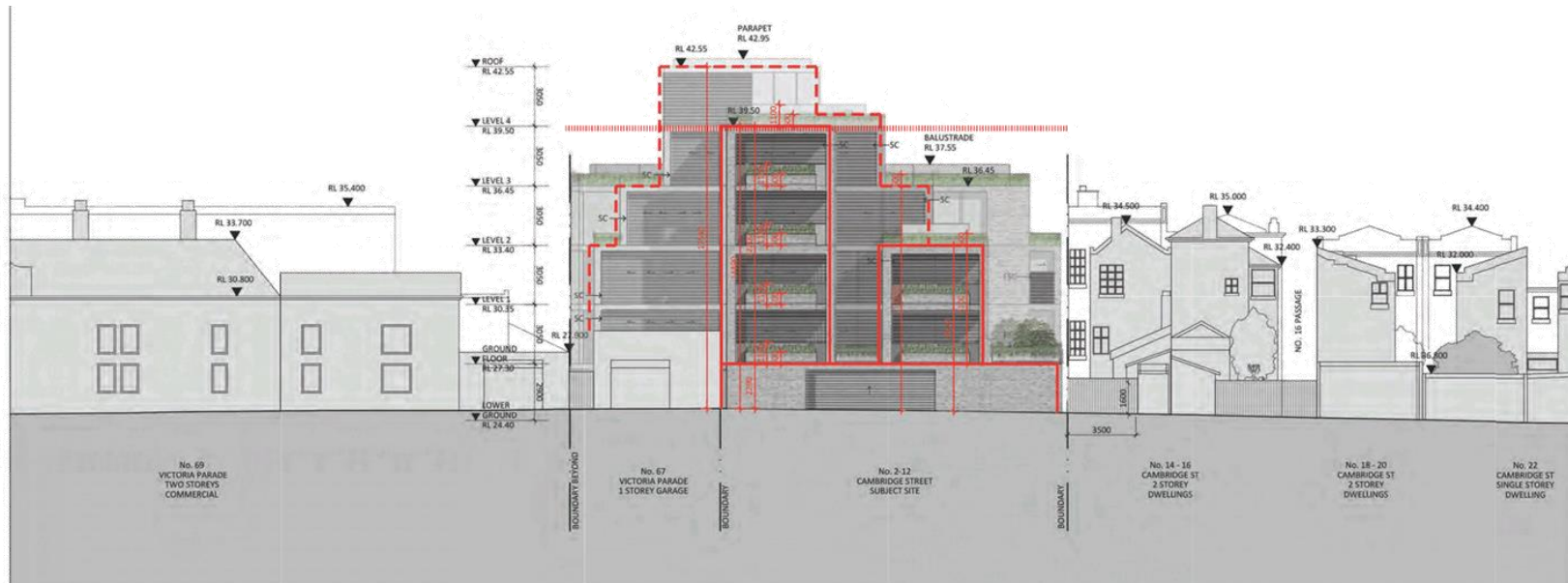
DRAFT FOR DISCUSSION

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Attachment 5 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans

PRIVACY SCREENING

REAR LANE & 1-57 WELLINGTON STREET INTERFACE



PRIVACY TREATMENT TO PREVENT OVERLOOKING

PRIVACY TREATMENT A - GROUND FLOOR TO LEVEL 03
HORIZONTAL LOUVRES TO PREVENT DOWNWARD OVERLOOKING & ALLOW SUNLIGHT AND VIEWS UPWARD FROM DEVELOPMENT



PRIVACY TREATMENT B - GROUND FLOOR TO LEVEL 04
PLANTERS USED TO ENSURE NO OVERLOOKING

2-12 CAMBRIDGE STREET
COLLINGWOOD, VIC

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**KOICHI
TAKADA
ARCHITECTS**

Attachment 5 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans

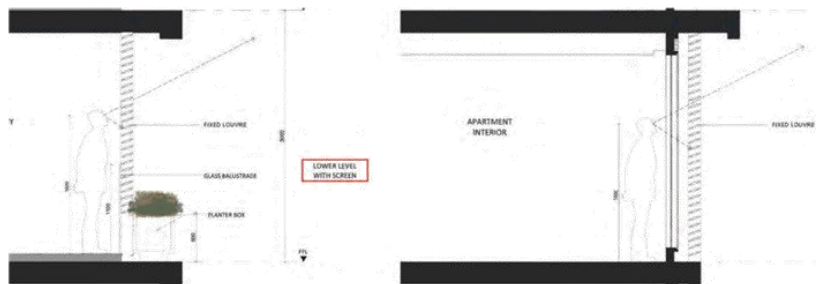
PRIVACY SCREENING

PRIVACY SCREEN DETAILS

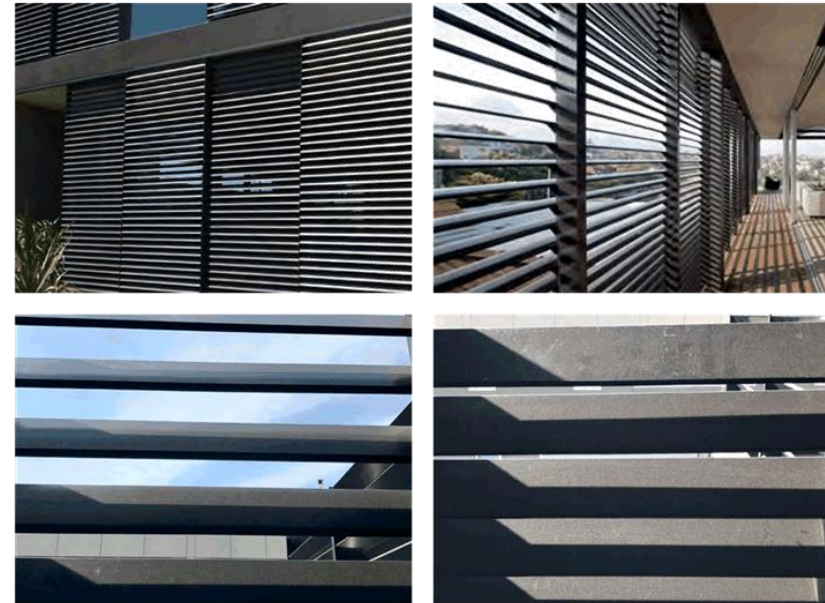
A combina
of adjoining pr

From the gr
horizontal louvres, dir
to be maintained, while allowing internal amenity of apartments within the proposed development to be maximised.

enhancing the outlook from both inside and outside.



LOUVRE SCREEN DETAIL



LOUVRED SCREEN EXAMPLES - 28 STANLEY STREET, COLLINGWOOD

2-12 CAMBRIDGE STREET
COLLINGWOOD, VIC

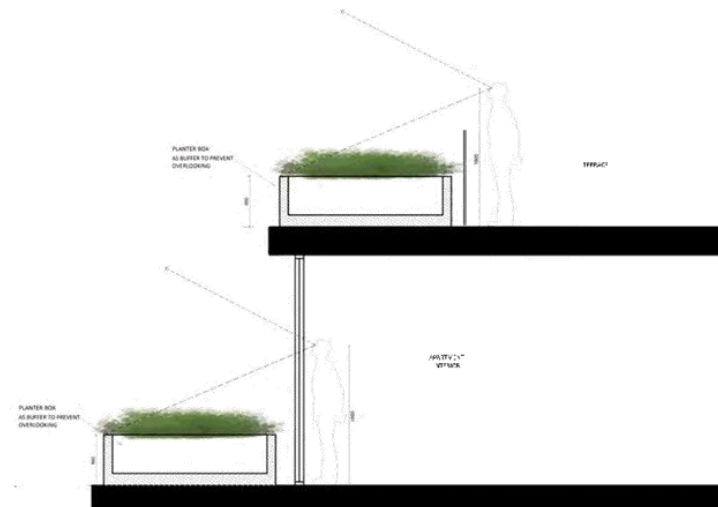
DRAFT FOR DISCUSSION

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Attachment 5 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans

PRIVACY SCREENING

WIDE PLANTER DETAILS



WIDE PLANTER DETAIL



WIDE PLANTER EXAMPLES

2-12 CAMBRIDGE STREET
COLLINGWOOD, VIC

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Attachment 5 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Sketch Plans

MATERIAL - CLARIFICATION

TM1 TIMBER LOOK SCREENS AND ENTRANCE FEATURE



INFORMATION:

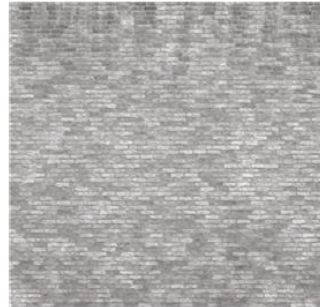
ALUMINIUM PROFILE WITH TIMBER LOOK FINISH

Timber look screens in light to mid timber tones, similar or equal to WeCovet architectural systems (<http://www.wecovet.com.au>)

The design intent being the selection of low maintenance materials with high durability in soft natural, textural tones making reference to nature and the environment, while responding to the fine grain qualities of the local area,

www.wecovet.com.au

BRI BRICK WALLS AND COLUMNS



BRICKS

WALLS AND COLUMNS

Light to mid-grey tones to facebrick work, equal or similar to Worldstone Romano Anselmo Bricks (<http://worldstone.com.au>) a narrow lineal style brick with a handmade quality bring variation and texture to the facade.

www.worldstone.com.au

2-12 CAMBRIDGE STREET
COLLINGWOOD, VIC

DRAFT FOR DISCUSSION

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Attachment 6 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Heritage Referral Comments

**City of Yarra
Heritage Advice**

Application No.: PLN 16/0941

Address of Property: 1 – 35 Wellington Street, (AKA 2 -12 Cambridge Street), Collingwood.

I note that this application is for 2 – 12 Cambridge Street and that 1 – 57 Wellington Street and 71 – 77 Victoria Parade is subject to a separate application.

Planner: Lara Fiscalini

Yarra Planning Scheme References: Clauses 43.01 and 22.02

Heritage Overlay No. HO336 **Precinct:** Victoria Parade Precinct, Collingwood.

Level of significance

No. 1 – 35 Wellington Street, Collingwood is not listed in Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007. (Rev. September, 2015)*. Nos. 2 and 4 – 12 Cambridge Street are listed as vacant sites which are Not contributory. They are presently occupied by a hard stand at grade car park.

The Victoria Parade Street Heritage Overlay Area is significant for the following reasons:

Why is it significant

The Victoria Parade Heritage Overlay Area is significant:

- As a substantially intact collection of middle class late nineteenth century residential building stock, supported by key commercial, institutional and religious buildings, demonstrating, as a group, the functions of nineteenth century daily life, and representing the second generation of building development having replaced mainly small timber, buildings dating from the first urban settlement of Collingwood in the 1850s;
- For the Victoria Parade frontage to the area, as an important and elegant boulevard entrance to central Melbourne, containing an impressive collection of predominantly two storey Victorian-era residences, hotels and shops; and
- For the early street layouts, together with some original bluestone kerbs and guttering and mature planes and elms, providing an appropriate setting for this important collection of buildings.

Proposal

To clear the site and to construct a part 3-storey and part 4-storey block of apartments with a roof terrace and bedroom and plant on an additional level, all above a basement.

Drawing Numbers

14 pages of drawings, prepared by Koichi Takada Architects, with Council date stamp 02 Dec 2016.

9 pages of illustrative design and context materials, labelled "page 8 – 17", prepared by Koichi Takada Architects, with Council date stamp 12 Oct 2016.

Heritage Impact Statement, dated November 2016 prepared by Lovell Chen, with Council date stamp 02 Dec 2016.

Attachment 6 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Heritage Referral Comments

Context Description

The immediate context of Cambridge Street is characterised by predominantly double-storey terraces and a few single storey masonry dwellings (Generally contributory), the Individually significant former Cambridge Street School (SS. 1895), now the Collingwood English Language School and which is specifically mentioned in the precinct Statement of Significance and referred to as a key institutional building in the reasons for the precinct's significance and a c.1970s institutional care complex which is directly opposite the development site.

In Victoria Parade abutting the development site to the south is the rear of the double-storey Baden-Powell Hotel (Contributory) and three double-storey Victorian shops (restaurants); two cafes, probably originally an Edwardian dwelling and the former New Bendigo Hotel building, c. 1890 (Individually significant) and another cafe which is Contributory.

East of the site fronting Wellington Street is a sawtooth-gabled industrial complex. This and the buildings fronting Victoria Parade are the subject of a separate planning application.



Figure 1 The present application affects the site outlined in yellow. The foreshadowed application will affect all or part of the site outlined in red. A building, depending on height, scale and bulk on the yellow site will likely act as a buffer insofar as Cambridge Street is concerned, for a building constructed on the red site.

Assessment of Proposed Works

Demolition

Demolition of the car park raises no heritage issues.

Attachment 6 - PLN16/0941 - 1-35 Wellington Street, Collingwood - Heritage Referral Comments

Proposed works

Built form (height/setbacks)

The heights of any data points i.e. floor levels, parapets and the like in the new building have been appropriately taken from the double-storey terraces to the north. Similarly their fine grain and articulation has been taken as a design template for the façades of the proposed building. The height of the main built form has been kept to effectively 4 storeys or approximately 13 metres (note that the land slopes) which is the height of a typical double storey Victorian commercial building. I have no issue with the plant/bedroom/terrace level as it fits within a standard sightline.

Side and front setbacks have been designed to respond to the terraces to the north in that the higher built form is located to the south and adjacent to the rear of the double-storey Baden-Powell Hotel.

The open terraces/verandahs fronting Cambridge Street emulate the openness of the verandahs on the Victorian terraces and are appropriate.

Colours/Materials

The palette is neutral employing whites and greys and a "dark colour" for the aluminium glazing frames. This is acceptable.

The façade frames (BR1) are shown as photocopied illustrations as some sort of grey brick. This is insufficient to gain an accurate understanding of the final appearance and the product should be identified exactly and a sample should be supplied or else another building using exactly the same materials nominated so that it can be inspected.

Timber battens (TM1) are shown on the materiality sheet (3.8, p. 17) and are evidently intended as an entrance feature and privacy screens. Experience in Yarra has shown that this material, indeed exposed plain and stained timber, is hard to maintain or is not maintained and within months it becomes unsightly. I am unable to find exactly where these elements are proposed on the drawings, other than for presumably the front entrance, and this needs clarification. Meanwhile any timber should be painted or another material selected.

Recommendation / Comments:

Approved.

Provide a sample of the grey brick BR1 or else nominate the exact product name and another building using exactly the same materials so that it can be inspected.

Identify where and how timber is proposed to be used. If it is exposed then either provide a paint colour or indicate exactly what alternative material is proposed to be used.

Signed:



Robyn Riddett

Director – Anthemion Consultancies

Date: 15 February, 2016

Attachment 7 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Engineering comments

MEMO

To: Lara Fiscalini
From: Artemis Bacani
Date: 11 January 2017
Subject: **Application No:** PLN16/0941
Description: Construction of a Five Storey Building – Reduction in the Car Parking Requirement
Site Address: 1-35 Wellington Street, Collingwood (also known as 2-12 Cambridge Street)

I refer to the above Planning Application received on 8 December 2016 and the accompanying Traffic Engineering Assessment report prepared by Traffix Group in relation to the proposed development at 1-35 Wellington Street, Collingwood. Council's Engineering Services unit provides the following information:

CAR PARKING PROVISION**Proposed Development**

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

Proposed Use	Quantity/Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
One-bedroom dwelling	13	1 space per dwelling	13	8
Two-bedroom dwelling	5	1 space per dwelling	5	5
Residential visitors	18 Dwellings	1 space per 5 dwellings	3	0
Total			21 Spaces	13 Spaces

From the above table, the proposed residential development would have a shortfall of 8 spaces, comprising of 5 spaces for the one-bedroom dwellings and 3 residential visitor spaces.

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

Car Parking Demand Assessment

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

Attachment 7 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Engineering comments

- *Parking Demand for Dwellings.*

For the residential component, some five one-bedroom dwelling would not be allocated an on-site parking space. Traffic Group has sourced car ownership rates for the Collingwood area from the 2011 census conducted by the Australian Bureau of Statistics. For one-bedroom dwellings in Collingwood, some 47% of one-bedroom households do not own a motor vehicle. The average number of cars per one-bedroom dwelling is 0.62 cars. The data suggests that there is a market for flat type dwellings with no or little on-site car parking.

- *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 has been often quoted in other traffic impact reports we have reviewed in the past. Applying this rate would result in a peak residential visitor parking demand of two spaces. During normal business hours, the visitor parking rate would be much less than the 0.12 spaces per dwelling. Off-peak daytime visitor parking would be around 30% of the peak residential visitor parking rate, which would result in a visitor parking demand of around one space.

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

The site is within walking distance of tram services operating along Smith Street-Gertrude Street and Victoria Parade. The site is also within walking distance to Hoddle Street, which has multiple bus routes and the North Richmond railway station is located a few hundred metres east on Victoria Street.

- *Multi-purpose Trips within the Area.*

Residential visitors to the development could possibly combine their visit with other activities or business whilst in the area. It is agreed that some visitors to the site could either live or work locally.

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 commissioned on-street parking surveys of the surrounding area on Tuesday 16 August 2016 at 12.00pm, Friday 19 August 2016 and Saturday 20 August 2016 at 1.00pm and 8.00pm. The extent and duration of the survey was considered reasonable for this proposal. The survey encompassed an area of around 200 metres of the site.

An inventory of 93 spaces was identified. The peak parking occupancy occurred at 1:00pm on Saturday with 85 % of spaces occupied (leaving 14 spaces vacant). Outside the peak times, the availability of parking ranged from 15 to 51 vacant spaces. The surveys provide a good guide to the parking conditions in the immediate area.

There are several off-street commercial car parks within the vicinity of the site (Care Park - 79 Victoria Parade, Collingwood, Care Park – 9c/166 Albert Street Richmond, Epworth Freemasons – 320 Victoria Parade, East Melbourne). The commercial car parks would be suitable for visitors requiring short-term parking.

Adequacy of Car Parking

From a traffic engineering perspective, the waiving of parking for the proposed development is considered appropriate in the context of the development and the surrounding area. The development's off-site parking demand is primarily short-stay parking which could be accommodated on-street.

Engineering Services has no objection to the reduction in the car parking requirement for this site.

Attachment 7 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Engineering comments**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 39 vehicle trips per day. The peak hour residential traffic volume would be 10 per cent of the daily traffic volume, which would be approximately 4 vehicle trips in each peak hour.

Office

For the on-site office spaces, Traffix has assumed a 50% occupy and 50% vacate in the morning and in the afternoon peak hours. Applying this to the 12 on-site office spaces would equate to 6 arrivals in the morning and 6 departures in the afternoon off the Right of Way.

Development Traffic

The development is expected to generate 4 peak hour movements in the Right of Way. This would increase vehicle movements in the Right of Way by 10 movements, with an overall vehicle movement of 19 trips during each peak period.

The level of traffic that would be using the Right of Way is not expected to adversely impact on the operation and performance in the Right of Way or the surrounding streets.

DEVELOPMENT LAYOUT DESIGN

Item	Assessment
Access Arrangements	
Right of Way	The Right of Way abutting the east side of the site has a width of approximately 3.5 metres.
Headroom Clearance at Car Park Entrance	Not dimensioned on the drawings.
Development Entrance	The car park entrance has a clear width of 6.6 metres. The entrance width satisfies <i>Design standard 1 – Accessways</i> of Clause 52.06-8.
Visibility Splay	Satisfies <i>Design standard 1</i> .
Setback of Car Park	The entrance of the car park is setback 2.54 metres from the edge of the Right of Way.
Mechanical Parking	
Car Stacker System	The proposed automated car stacker, the Wohr Combilift 542, can accommodate car clearance heights of 1.8 metres for both parking levels, which would satisfy Design standard 4: Mechanical parking of clause 52.06-8.

Attachment 7 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Engineering comments

DEVELOPMENT LAYOUT DESIGN

Item	Assessment
Car Parking Modules	
Car Parking Spaces and Aisles	The car parking spaces have not been dimensioned on the drawings. The aisle width of 6.6 metres satisfy design standard 2: Car parking spaces.
Column Setbacks and Depths	Not dimensioned on the drawings.
Clearance to Walls	Spaces adjacent to walls have been provided with at least 1.0 metre clearances.
Headroom Clearance Inside the Car Park	Not dimensioned on the drawings.
Swept Path Diagrams	Swept path diagrams not provided.
Ramps and Gradients	
Ramp for first 5.0 metres inside Development	The grade of the ramp for the first 5.0 metres inside the property does not satisfy <i>Design standard 3: Gradients</i> , which requires a grade of 1 in 10 for the first 5.0 metres inside the property.

Design Items to be Addressed

Item	Details
Headroom Clearance at Entrance, along Ramped Accessways and above car Spaces	To be dimensioned on the drawings prior to endorsement.
Development Entrance	Swept path diagrams for a B99 design vehicle must be provided to demonstrate that vehicles can ingress and egress off the Right of Way.
Individual Car Stacker Platforms	A minimum platform width of 7.2 metres must be provided for the triple platform of the car stacker.
Car Parking Spaces	To be dimensioned on the drawings prior to endorsement.
Turning Movements into and out the Regular Spaces and Car Stacker Platforms	Swept path diagrams are to be provided for the regular spaces and car stacker platform using the B85 design vehicle.
Ramp for first 5.0 metres inside Development	Since the length of the 1 in 10 ramp section is less than 5.0 metres, the applicant must demonstrate that vehicles will not scrape or bottom out along the accessway.
Internal Concrete	The finished floor level of the car park entry must be designed to provide satisfactory access for a B99 design vehicle off the Right of Way and should demonstrate that vehicles will not scrape or bottom out during entry and exit of the site.

Attachment 7 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Engineering comments

Design Items to be Addressed

Item	Details
Redundant Vehicle Crossing – Cambridge Street	The existing vehicle crossing in front of the property must be demolished and reinstated with paving, kerb and channel, in accordance with Council's <i>Infrastructure Road Materials Policy</i> , Council's Standard Drawings and engineering requirements. The works will be at the Permit Holder's expense.

Capital Works Programme

A check of the Capital Works Programme for 2016/17 indicates that no infrastructure works have been approved or proposed within the area of the site at this time.

ENGINEERING CONDITIONS

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

Civil Works – Cambridge Street

- Upon the completion of all building works and connections for underground utility services, the footpath immediately outside the property's Cambridge 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 – Right of Way

- The construction works on the site could result in the transportation of heavy vehicles, plant and equipment to the site via the Right of Way. In addition, it is highly likely that underground services connections to the site would be made within the Right of Way. The pavement surface of the Right-of-Way will deteriorate after all construction and underground utility services for the site have been completed.

Upon the completion of all building works and connections for underground utility services, the area of any damage and service trenches in relation to the development outside the Right of Way road frontage must be reconstructed full width to Council's satisfaction and at the Permit Holder's expense.

Bluestone Spoon Drain – Right of Way

- The stormwater bluestone spoon drain along the eastern boundary of the site must be reconstructed to ensure that water does not enter the property and to provide adequate vehicle access off the Right of Way for a B99 design vehicle.

Public Lighting

- The street light on pole number 20149 in Cambridge Street must be replaced to avoid light spillage into the windows of the new residential development. Any light shielding or installation of a new light that may be required shall be funded by the Permit Holder.

Attachment 7 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Engineering comments

Construction Management Plan

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

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- 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.

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.

Attachment 7 - PLN16/0941 - 1 - 35 Wellington Street Collingwood - Engineering comments

Protection of Car Stacker Pit

- The Permit Holder/developer is responsible for the management and protection of their building from groundwater.

The developer needs to ensure that the car stacker pit and any portions of the development at or below natural surface level have a level of protection to minimise the seepage of subterranean water (groundwater) or any rainfall run-off from penetrating the walls or floors of the site.

In the event that contaminated groundwater seeps through the walls of the car stacker pit, this water must not be discharged into Council's stormwater drainage system under any circumstances. Any contaminated groundwater that is present within the site must be treated and disposed of in accordance with a Trade Waste Agreement and as per EPA guidelines and Melbourne Water/City West Water guidelines

Regards

Artemis Bacani
Roads Engineer
Engineering Services Unit

Attachment 8 - PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral

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 1. 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 *Koichi Takada* (received 02.12.2016) and the accompanying SMP, prepared by *ADP Consulting Engineers* (also received 02.12.16).

Attachment 8 - PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



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Attachment 8 - PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



Assessment Summary:

Responsible Planner:	Lara Fiscalini		
ESD Advisor:	Euan Williamson		
Date:	20.12.2016	Planning Application No:	PLN16/0941
Subject Site:	2-12 Cambridge Street, Collingwood		
Site Area:	Approx. 623m ²	Site Coverage:	100%
Project Description:	5 storey apartment building		
Pre-application meeting(s):	No ESD involvement.		

This application largely meets Council's Environmental Sustainable Design (ESD) standards. Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

(1) Applicant ESD Commitments:

- Dwellings have good natural ventilation through cross ventilation, stack ventilation or single sided.
- Apartment design will enable good access to daylight to most living areas and bedrooms.
- Dwellings to average 6.5 Star NatHERS thermal energy rating and exceed minimum NCC requirements.
- A STORM report with a score of 100% has been submitted that relies on 412m² of roof and terraces connected to a min 4,000 litre rainwater storage tank for flushing of toilets in dwellings containing 22 dwellings.
- 5 Star centralised gas instantaneous/storage hot water system.
- Energy efficient lighting and heating/cooling systems.
- Water efficient taps, fixtures and appliances.

(2) Application ESD Deficiencies:

- Reasonable shading through balcony overhangs to most dwellings except upper level dwellings (level 03 and 04) where north, east and west facing glazing to the three upper one-bedroom dwellings is exposed to summer sun angles and unwanted amounts of solar gain. Recommend external adjustable shading systems to all east, north and west glazing exposed to summer sun angles through retractable awnings, louvers, fins, etc. Alternatively demonstrate that these dwellings on upper levels have reasonable cooling loads (<30MJ/m²) without additional shading.

(3) Outstanding Information:

- The heating and cooling loads entered into the BESS report do not equal the 6.5 Star average rating in Melbourne climate zone. Please update with accurate figures.
- Plans note 34 secure bicycle parking spaces for residents; SMP states there are 30. Please update SMP to reference 34 bicycle parking spaces.
- The total site area is 623m², not 515m² as stated in the STORM report. Please amend the STORM report to be accurate with the site plans.

(4) ESD Improvement Opportunities:

- Recommend that rainwater storage be increased to accommodate additional storage for irrigation.

Attachment 8 - PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



- Consider a solar PV array on the roof or terrace areas (pergola mounted) to contribute to electricity consumption.

Further Recommendations:

The applicant is encouraged to consider the inclusion of ESD recommendations, detailed in this referral report. Further guidance on how to meet individual planning conditions has been provided in reference to the individual categories. The applicant is also encouraged to seek further advice or clarification from Council on the individual project recommendations.

Attachment 8 - PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral

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	Dwellings have good natural ventilation through cross ventilation, stack ventilation or single sided.	-	1
Daylight & Solar Access	Apartment design will enable good access to daylight to most living areas and bedrooms.	-	1
External Views	External views from all dwellings.	-	1
Hazardous Materials and VOC	All paints, adhesives and sealants, floor/wall/ceiling coverings will be low VOC type. All engineered timber products will have no or low formaldehyde levels.	-	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 for the office areas: - Good access to natural ventilation - Mostly reasonable exterior shading - 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
Australian Green Procurement www.greenprocurement.org
Residential Flat Design Code www.planning.nsw.gov.au
Your Home www.yourhome.gov.au

Attachment 8 - PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral

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	Dwellings to average 6.5 Star NatHERS thermal energy rating and exceed minimum NCC requirements.	The heating and cooling loads entered into the BESS report do not equal the 6.5 Star average rating in Melbourne climate zone. Please update with accurate figures.	3
Hot Water System	5 Star centralised gas instantaneous/storage hot water system.	-	1
Peak Energy Demand	No specific information has been provided.	-	1
Effective Shading	Reasonable shading through balcony overhangs to most dwellings except upper level dwellings (level 03 and 04) where north, east and west facing glazing to the three upper one-bedroom dwellings is exposed to summer sun angles and unwanted amounts of solar gain.	Recommend external adjustable shading systems to all east, north and west glazing exposed to summer sun angles through retractable awnings, louvers, fins, etc. Alternatively demonstrate that these dwellings on upper levels have reasonable cooling loads (<30MJ/m ²) without additional shading.	2
Efficient HVAC system	Reverse cycle ACs within one star of the most energy efficient available for the suitable capacity at the time of construction.	-	1
Efficient Lighting	Energy efficient lighting including LED lighting and occupancy/daylight sensor controls, achieving a 20% improvement in the lighting power density required by the NCC.	-	1
Electricity Generation	No information has been included.	Consider a solar PV array on the roof or terrace areas (pergola mounted) to contribute to electricity consumption.	4
Other	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is **SATISFACTORY**; 2 – Design Response is **NOT SATISFACTORY**
 3 – **MORE INFORMATION** is required; 4 – **ESD IMPROVEMENT OPPORTUNITIES**

Attachment 8 - PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral

References and useful information:

SDAPP Fact Sheet: [2. Energy Efficiency](#)

House Energy Rating www.makeyourhomegreen.vic.gov.au

Building Code Australia www.abcb.gov.au

Window Efficiency Rating Scheme (WERS) www.wers.net

Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au

Energy Efficiency www.resourcesmart.vic.gov.au

Attachment 8 - PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral

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"> • Taps: 5 Stars • Toilets: 4 Stars • Showerheads: 3 Star • Urinals: 5 Star • Dishwashers: 4 Star (if provided) • Washing Machines: 4 Star (if provided) 	-	1
Water for Toilet Flushing	A minimum of 4,000 litres of rainwater storage for flushing.	-	1
Water Meter	Separate metering for each dwelling and water sub-metering to assist with ongoing water management.	-	1
Landscape Irrigation	No specific information on irrigation has been provided, other than the selection of drought tolerant plants.	Recommend that rainwater storage be increased to accommodate additional storage for irrigation.	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
 Water Services Association of Australia www.wsaa.asn.au
 Water Tank Requirement www.makeyourhomegreen.vic.gov.au
 Melbourne Water STORM calculator www.storm.melbournewater.com.au
 Sustainable Landscaping www.ourwater.vic.gov.au

Attachment 8 - PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral**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 report with a score of 100% has been submitted that relies on 412m ² of roof and terraces connected to a min 4,000 litre rainwater storage tank for flushing of toilets in dwellings containing 22 dwellings.	The total site area is 623m ² , not 515m ² as stated in the STORM report. Please amend the STORM report to be accurate with the site plans.	3
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	4,000 litres of rainwater storage will act partially in a detention capacity.	-	1
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
 Water Sensitive Urban Design Principles www.melbournewater.com.au
 Environmental Protection Authority Victoria www.epa.vic.gov.au
 Water Services Association of Australia www.wsaa.asn.au
 Sustainable Landscaping www.ourwater.vic.gov.au

Attachment 8 - PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral

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	No information provided.	-	1
Embodied Energy of Concrete and Steel	Structural steel from supplier accredited to ESC of the ASI. Steel reinforcing produced by lower embodied energy processes.	Consider a % reduction of Portland cement and substitution with industrial waste aggregate or other.	1
Sustainable Timber	All solid timber used onsite to be AFS, PEFC or FSC accredited.	-	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	60% of PVC sourced from manufacturer complying with GBCA best practice standards. Insulation to have zero ODP.	-	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: [5. Building Materials](#)

Building Materials, Technical Manuals www.yourhome.gov.au

Embodied Energy Technical Manual www.yourhome.gov.au

Good Environmental Choice Australia Standards www.geca.org.au

Forest Stewardship Council Certification Scheme www.fsc.org

Australian Green Procurement www.greenprocurement.org

Attachment 8 - PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral**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 car parking (lower ground floor).	-	1
Bike Parking Spaces	Plans note 34 secure bicycle parking spaces for residents; SMP states there are 30.	Please update SMP to reference 34 bicycle parking spaces.	3
End of Trip Facilities	-	-	-
Car Share Facilities	-	-	NA
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

Sustainable Transport www.transport.vic.gov.au/doi/internet/icy.nsf

Car share options www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/

Bicycle Victoria www.bv.com.au

Attachment 8 - PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral

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*
Construction Waste Management	A target of at least 80% recycling rate of construction and demolition waste has been set.	-	1
Operational Waste Management	Waste system with different bins for general waste and recycling.	-	1
Storage Spaces for Recycling and Green Waste	Area for waste bins can be identified on the plans.	Please check the WMP to ensure that the waste management provisions are sufficient.	3
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

Preparing a WMP www.epa.vic.gov.au

Waste and Recycling www.resourcesmart.vic.gov.au

Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002)

www.environment.nsw.gov.au

Waste reduction in office buildings (2002) www.environment.nsw.gov.au

Attachment 8 - PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral**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	Landscaping and open space will improve the ecological value of this site.	-	1
Reclaiming Contamin. Land	No information has been provided.	-	NA
Other	Drought tolerant species have been selected.	-	-

*** 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

Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au

Greening Australia www.greeningaustralia.org.au

Green Roof Technical Manual www.yourhome.gov.au

Attachment 8 - PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral

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
 Victorian Eco Innovation lab www.ecoinnovationlab.com
 Business Victoria www.business.vic.gov.au
 Environment Design Guide www.environmentdesignguide.com.au

Attachment 8 - PLN16/0941 - 2-12 Cambridge Street (1-35 Wellington) - Final ESD Referral

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	Commissioning and tuning of building services to relevant standards.	-	1
Building Users Guide	A Building Users Guide detailing the sustainability features of the building be developed and given to building users.	-	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	-	1
Construction Management Plan	An Environmental Management Plan will 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

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.

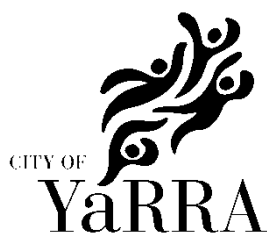
How does the proposal comply with the benchmarks?

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 9 - PLN16/0941 1-35 Wellington Street, Collingwood UD Referral



MeMO

TO: Lara Fiscalini
 FROM: Amruta Pandhe
 DATE: 12 January 2017
 SUBJECT: 1-35 Wellington Street, Collingwood (also known as 2-12 Cambridge Street, Collingwood)
 APPLICATION NO: PLN16/0941
 DESCRIPTION: Construction of a 5 storey building plus basement, part demolition, with a reduction in the car parking requirement (site also known as 2-12 Cambridge Street).

COMMENTS SUMMARY

These set of comments are provided on the plans received on 2 December 2016.

Urban Design comments have been sought on:

- Design response of building and integration with surrounding streetscape.

Identify if there are any capital works approved or proposed within the area of the subject site.

There are no capital works proposed for this area.

The proposal is supported in principle, provided the below changes are made:

- Locating the sightlines in the middle of the footpath and similarly in the middle of the open space. Hence this will require setting back the upper levels.
- Removal of driveway presents an excellent opportunity to provide more landscaping along Cambridge Street footpath. Retain the existing trees and provide more street trees to continue the landscape pattern along the footpath.

Development Proposal

The buildings along Cambridge Street are predominantly 2 storey in height with Victorian residential on the north and west and commercial fronting Victoria Parade on the south.

The proposal is to construct 5 storey apartment building plus a basement. Pedestrian access to the site will be gained via Cambridge Street and vehicle access will be gained via the lane to the east.

Built form and massing

The proposal presents a 2 storey lower form that responds to the parapet line of the terraces along Cambridge Street. This is supported. Section A (Dwg No. B300) shows that the upper level will not

Attachment 9 - PLN16/0941 1-35 Wellington Street, Collingwood UD Referral

be visible from the Cambridge Street. However, it is recommended to draw the sight line with the pedestrian standing in the middle of the footpath. Similarly, proposed Elevation – Rear Lane East (Dwg No. B205) shows that the sight line from private open space is drawn from the edge. It is recommended to have the person standing in the middle of the private open space and then drawing the sightline. In response to this the upper levels will be require setting back to follow the principle of minimising visibility of upper levels.

Façade design and streetscape fit

Cambridge Street façade responds appropriately to the fine grain created by terrace houses on the north. This makes the proposal sit comfortably within the streetscape. Further provision of landscaping and balconies on the ground floor will create an active interface making a positive contribution to the public realm.

Removal of existing driveway presents an excellent opportunity to provide more landscaping along Cambridge Street footpath. It is highly recommended for the proposal to retain the existing street trees and provide more street trees to continue the landscaping pattern along the street.



Ground Floor Level (Dwg B100)

**Attachment 10 - PLN16/0941 - 1-35 Wellington Street, Collingwood (2-12 Cambridge Street)
Open Space comments**



Memo

To: Lara Fiscalini

Cc:

From: Fiona O'Byrne

Date: 21 December 2016

Subject: PL16/0941, 2-12 Cambridge Street, Collingwood

diverse

vibrant

exciting

inclusive

Dear Lara,

We provide the following comments from Open Space in relation to the proposed development at 2-12 Cambridge Street, Collingwood

General Landscape

The landscape plan does not include reference to the existing street trees on Cambridge Street, directly in front of the subject site. Any trees proposed to be removed should be included on the plan along with detail on their height and spread. For existing trees to be retained, please provide detail of the protection measures that will be in place during construction so these can be considered by our arborist.

A legend providing detail on the proposed surface pavements is also requested.

Planters and privacy screens

The planters, being raised structures, will require water proofing, drainage and irrigation to sustain planting. No details of these are provided.

It is not clear how the planter that runs around the perimeter of the roof area on level 4 can be accessed for maintenance.

In terms of the vertical planting, further detail is requested on the proposed slatted screens.

Consideration should also be given to the water use required by the rooftop gardens and vertical planting. Either captured roof run off or a grey water system from building use should be considered. There is no information in relation to any water re-use or tanks on the plans.

If you require any further input, or would like to discuss these comments in more detail, please contact me on 9205 5768.

Yours sincerely,

Fiona O'Byrne
OPEN SPACE PLANNING & DESIGN

Attachment 11 - PLN16/0941 - 1-35 Wellington Street, Collingwood - WMP referral



Date: 19 December 2016

Property Address: 1-35 Wellington Street, Collingwood (2-12 Cambridge Street)

Application No: PLN16/0941

City Works Branch

The Waste Management Plan prepared by Leigh Design dated 8th Nov 2016 for 1-35 Wellington St Collingwood (Also known as 2-12 Cambridge St Collingwood) is satisfactory from the City Works Branch's perspective. This WMP supersedes all previous WMP's.

Joe Agostino
Project Officer