YARRA CITY COUNCIL

Internal Development Approvals Committee

Agenda

to be held on Wednesday 13 June 2018 at 6.30pm in Meeting Rooms 1 & 2 at the Richmond Town Hall

Rostered Councillor membership

Councillor Stephen Jolly
Councillor Mi-Lin Chen Yi Mei (substitute for Cr James Searle)
Councillor Jackie Fristacky (substitute for Cr Mike McEvoy)

I. ATTENDANCE
Michelle King (Senior Statutory Planner)
Amy Hodgen (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	582 Heidelberg Road, Alphington - PLN17/0858 - Development of the land for the construction of a multi-storey building, use of the land for dwellings and an indoor recreational facility (gym), reduction in the statutory car parking requirement.	5	47
1.2	107 Coppin Street, Richmond - PLN17/0730 - Development of the land for 7 triple-storey dwellings and a reduction in the car parking requirement.	171	199
1.3	100 Scotchmer Street Fitzroy North VIC 3068 - Planning Application PL09/0904 - Amendment to Planning Permit PL09/0904 to increase the operating hours and patron numbers of the existing use (Cafe) and for the sale and consumption of liquor.	246	266
1.4	PLN17/0868 - 231 Napier Street, Fitzroy - Demolition of the existing building to allow for the construction of a seven (7) storey building for dwellings and a reduction in the car parking requirement of the Yarra Planning Scheme.	300	330
1.5	93 Wellington St, Collingwood - Planning Permit Application PLN17/0512 - Construction of a 12 storey building plus basement, with reduction in the car parking requirement associated with dwellings	494	521

1.1 582 Heidelberg Road, Alphington - PLN17/0858 - Development of the land for the construction of a multi-storey building, use of the land for dwellings and an indoor recreational facility (gym), reduction in the statutory car parking requirement.

Executive Summary

Purpose

1. This report provides the Internal Development Approvals Committee with an assessment of a planning application submitted for 582 Heidelberg Road, Alphington. The report recommends approval of the application subject to a number of conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) Land Use (Clauses 11.01, 16.01, 17.01, 21.04 and 34.01)
   (b) Built form (Clauses 15.01, 21.05 and 22.10)
   (c) Off-site amenity impacts (Clause 15.01 and 22.05)
   (d) Apartment development guidelines (Clause 58)
   (e) Car parking, bicycle parking (Clause 18.02, 21.06, 52.06 and 52.34)

Key Issues

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

Objector Concerns

4. 127 objections were received to the application, these can be summarised as:
   (a) Excessive height and setbacks;
   (b) Design incongruous with existing character;
   (c) Amenity impacts (overshadowing, overlooking, visual bulk and light spill);
   (d) Dominance of residential use within a commercial zone
   (e) Poor internal amenity and inconsistencies with clause 58 (Apartment Guidelines);
   (f) No provision for affordable housing
   (g) Insufficient ESD standards;
   (h) Insufficient car parking;
   (i) Traffic impacts;
   (j) Insufficient infrastructure capacity to support the development (e.g. public transport schools, medical centres etc); and
   (k) Insufficient landscaping opportunities

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: **Amy Hodgen**
TITLE: **Coordinator Statutory Planning**
TEL: **9205 5330**

1.1 582 Heidelberg Road, Alphington - PLN17/0858 - Development of the land for the construction of a multi-storey building, use of the land for dwellings and an indoor recreational facility (gym), reduction in the statutory car parking requirement.

Trim Record Number: D18/88208
Responsible Officer: Manager Statutory Planning

Proposal:	Development of the land for the construction of a multi-storey building, use of the land for dwellings and an indoor recreational facility (gym), reduction in the statutory car parking requirement.
Existing use:	Office
Applicant:	Tract Consultants Pty Ltd
Zoning / Overlays:	Commercial 1 Zone
Date of Application:	12 October 2017
Application Number:	PLN17/0858

Planning History

1. PLN14/0623 – Application under Section 173A of the Planning and Environment Act 1987 (the Act) for the removal of Section 173 Agreement (R085764C) from the subject land and an amendment to Section 173 Agreement (R085763F) that affects the land to the south (35 Coate Avenue). This application was approved on approved 12 December 2014.

Background

2. Prior to advertising, amended plans were submitted on 9 February 2018 responding to Council Officer's preliminary concerns. Specifically, the overall height of the building was reduced by approximately 0.9m, with equivalent reductions occurring at each level. A bronze colour finish was also introduced within the south-eastern wing of the upper levels, replacing the white colour finish maintained for the balance of the building.

3. Sketch plans were provided on 4 June 2018 in response to the Urban Design recommendations from Message Consultants. These plans increase the upper level setbacks from the southern and western boundaries. The amendments would also result in a reduction in the number of dwellings from 172 to 156. The sketch plans are included as an attachment to the report and will be discussed as relevant.

Existing Conditions

Subject Site

4. The subject site is located on the south-west corner of Heidelberg Road and Chandler Highway and extends to Coate Avenue to the west. The site is generally rectangular in shape except for splays at the north-west and north-east of the site.

5. The site has a frontage of 62.51m to Heidelberg Road and 51.77m to Chandler Highway, yielding an overall site area of 3,729sqm. There are no restrictive covenants or agreements registered on the titles provided.

6. The site is developed with a two storey office building above under croft car parking. The pedestrian entrance to the building is located at the corner of Heidelberg Road and Coate Avenue. Vehicle access is provided via a crossover toward the south of the Coate Avenue boundary.

7. The building is setback approximately 3.5m from the rear boundary, with this area vegetated with medium-sized shrubs. Garden beds and small to medium-sized trees are scattered along the site's perimeter.

Surrounding Land

8. The site is located on the robust intersection of Heidelberg Road and Chandler Highway, both Road Zone category 1 roads. To the south and east of the site is characterised by low scale residential one and two storey dwellings. On the eastern side of Heidelberg Road is the former Alphington Paper Mills site, which is undergoing significant redevelopment. The northern side of Heidelberg Road is within the City of Darebin and comprises predominately residential uses west of Grange Road/Chandler Highway, with the Alphington Neighbourhood Activity Centre to the east of Grange Road/Chandler Highway.

9. Land immediately surrounding the subject site is described as follows:

North

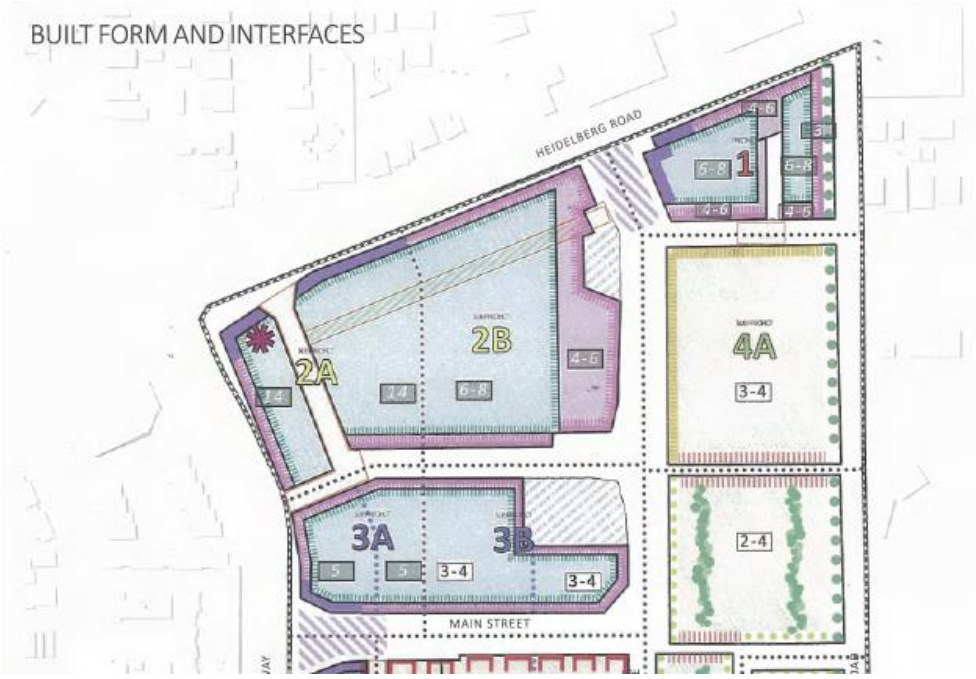
10. Heidelberg Road is immediately north of the subject site, it comprises three lanes in either direction in addition to a designated bicycle lane. A concrete medium strip separates the road with a centre turning island located adjacent to Coate Avenue.

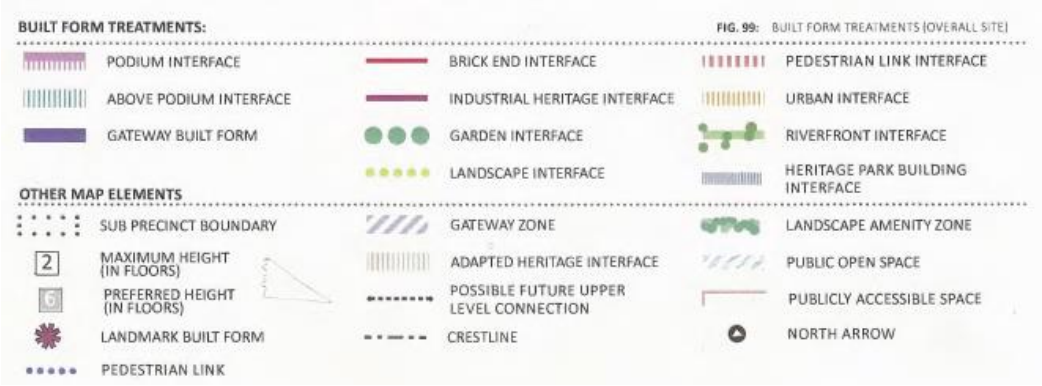
11. A bus stop is situated in front of the subject site, with a bus shelter presently positioned within the narrow footpath.

12. Land on the northern side of Heidelberg Road is within the City of Darebin. This contains a recently constructed three storey townhouse development, extending from Grange Road to Perry Street to the west. Limited front setbacks are provided from Heidelberg Road.

East

13. Chandler Highway is immediately east of the site. Construction work is currently underway to widen the road. On the eastern side of Chandler Highway is the former Alphington Paper Mill Site (which extends to the Yarra River to the south and Parkview Avenue to the east). A development plan has been approved for the site with building heights illustrated in the Built Form and Interfaces Map below.





Built Form Treatment Plan (Figure 99) p. 111 of the Development Plan

14. A planning application (PLN17/0978) has been received for development of the site on the opposite corner of Heidelberg Road and Chandler Highway (Precinct 2A). The application proposes a 17 storey apartment building comprising 346 dwellings. The applicant lodged an application for review with the Victorian Civil and Administrative Tribunal (VCAT) on 30 April 2018 against Council's failure to determine the application. The hearing is listed for 3 days commencing 1 October 2018. No decision has been made by Council at this stage.



Image of Planning Application PLN17/0978

15. Further to the east of this proposal, Planning Permit PLN17/703 was issued on 5 June 2018 for use and development of the land for a mixed use development containing dwellings, two supermarkets, shops, food and drink premises, office (including medical centre), restricted recreation facility (gym), childcare centre, education centre (primary school) and place of assembly and a reduction in the car parking requirements and creating access to a Road Zone Category 1 Road generally in accordance with the Development Plan. The approved buildings range in height from 14 storeys at the western end transitioning down to 5 storeys at the corner of Latrobe Avenue. Plans for the proposed development have not yet been endorsed.

16. Further to the east of the Former Paper Mill site and the northern side of Heidelberg Road (within Darebin) is the Alphington Neighbourhood Activity Centre, which contains various retail premises to support the local community.

South

17. Immediately to the south is No. 35 Coate Avenue. This site is developed with 20 two-storey townhouses, four fronting Coate Avenue, six facing Chandler Highway and the remaining 10 facing a centrally located driveway. The four northernmost townhouses have an interface with the subject site and are setback a minimum of 5.83m from the shared boundary.

The townhouses have previously been used as serviced apartments however it appears that works are currently being undertaken to convert the serviced apartments into dwellings. For example the signage for the serviced apartments has been removed and letterboxes have been installed. While it does not appear that anyone is currently residing in the townhouses, the following report has conservatively assessed the townhouses as dwellings rather than serviced apartments.

West

18. Coate Avenue, a local street, is immediately to the west of the site. On the western side of Coate Avenue are one and two detached brick dwellings orientated toward Coate Avenue.



Aerial Image of the site & surrounds (subject site outlined in red)

The Proposal

19. The applicant seeks approval for development of the land for construction of a multi-storey building, use of the land for dwellings and an indoor recreation facility (gym), reduction in the statutory car parking requirements.

20. The decision plans, being the advertised plans prepared by DKO Architecture dated 20 December 2017 (Revision A) and received 9 February 2018 are summarised as follows:

Basement

21. Two levels of basement are prosed comprising car parking, residential storage cages and bicycle storage. It is noted that the site boundaries are not clearly depicted on these levels, this will be conditioned accordingly.

22. The basement levels extend along the eastern boundary and a section of the northern boundary and are otherwise set back from boundaries.

23. Rain water retention and detention tanks are shown adjacent to the lower basement (Basement 2) with various services shown within the upper level basement (Basement 1) including a fire pump room, water meter room and bin storage.

24. Basement 1 contains individual garages for the townhouses along Coate Avenue, with six of the townhouses also having a secondary living area adjacent to Coate Avenue.

25. Lift and stair access is provided from the basement levels to the levels above, with vehicle ramps connecting the basements to the ground level.

Ground Level

26. The ground level also contains car parking, accessed via Coate Avenue at the southern end of the building.

27. Also within the car parking area is bicycle storage, commercial storage units, bin storage and building services including a substation, main switch room and comms room.

28. The townhouses extend along Coate Avenue, each with individual entrances to the street. This level contains a terrace and the main living, kitchen and dining areas to six of the townhouses. A void is provided between the outdoor terraces and the front boundaries providing natural light access into the secondary living spaces on the Basement 1 Level. 1.2m high fencing extends along the front boundary line.

29. The townhouse on the corner of Heidelberg Road and Coate Avenue contains a bedroom and bathroom on this level.

30. The office tenancy extends along the majority of the Chandler Highway (eastern) interface, with the exception of the substation, which is located at the southern end.

31. The gym is situated immediately north-west of the office, facing the corner of Heidelberg Road and Chandler Highway and extending along Heidelberg Road.

32. Both the gym and the office tenancies extend to the boundary line, comprising glazing and direct entrances from the street.

33. Further to the west along Heidelberg Road, adjacent to the gym, is the residential lobby entrance. The entrance is double height with a width of 4.8m, composed of clear glazing to the street. The lifts are west of the lobby entrance connected by a corridor.

Mezzanine

34. A mezzanine level contains the first level of the townhouses along Coate Avenue, comprising two bedrooms and a bathroom for six of the townhouses and the living space for the townhouse closest to the corner of Coate Avenue and Heidelberg Road.

35. Additional car parking and storage is also provided with the mezzanine level also facilitating double height floor levels to the residential entrance, gym and office tenancies.

Level 1

36. This level contains additional car parking and residential storage.

37. The second level of the townhouses faces Coate avenue, each comprising a bedroom and bathroom, with the northernmost townhouse containing two bedrooms.

38. The second level of the office extends along Chandler Highway, raping around the Heidelberg Road.

39. A two bedroom dwelling also faces Heidelberg Road between the lift lobby and the townhouses.

Level 2

40. The top level of the townhouses extend along Coate Avenue, with the three southernmost townhouses containing roof terraces, the remaining townhouses provide an additional bedroom and a further living room.

41. One and two bedroom apartments extend along the northern, eastern and the eastern portion of the southern perimeter.

42. Car parking is provided centrally to this level, extending along the remainder of the southern boundary.

Level 3 and above

43. Level 3 contains the podium communal terrace which is to be landscaped containing a swimming pool and communal facilities.

44. The tower component of the building extends along the Heidelberg Road and Chandler Highway interfaces.

45. The upper levels of the building taper away from the southern and western interfaces, with the uppermost level (Level 12) providing a minimum set back of 17.65m from the southern boundary and 17.1m from the western boundary (excluding terraces).

46. Level 12 also comprises a communal terrace extending to the west (above the Level 11 roof). This is set back a minimum of 8.5m from the western boundary.

General

47. The building is composed of a podium and tower form, reaching a total of 13 storeys at the corner of Chandler Highway and Heidelberg Road.

48. The overall height of the building is 45.46m.

49. A total of 172 dwellings are proposed consisting of 20 x 1 bedroom apartments, 114 two bedroom apartments and 31 three-bedroom apartments and 7 three-bedroom townhouses.

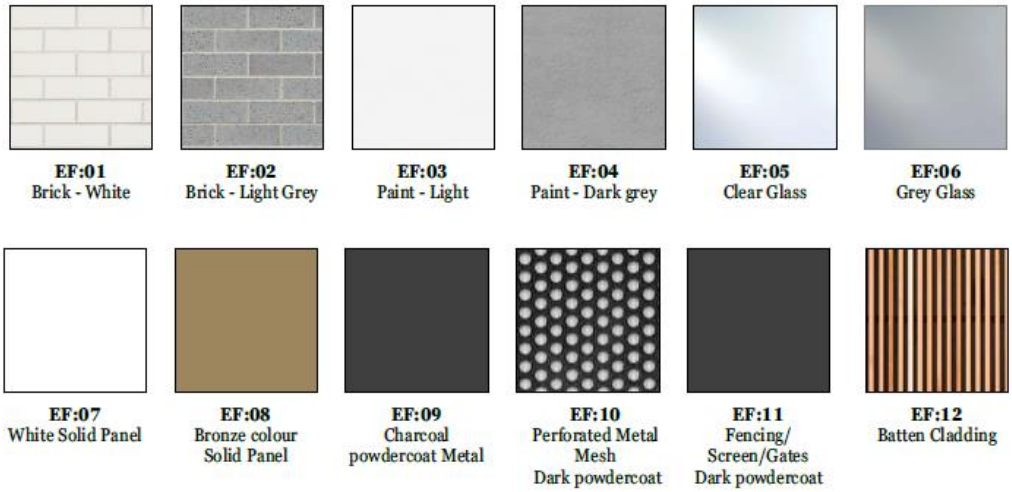
50. Office is proposed to the ground and first floor levels with a net leasable area (NLA) of 982sqm and a gross floor area (GFA) of 1229sqm (as shown on the plans).

51. Gymnasium with a net floor area of 280sqm on the ground floor

52. A total of 264 car spaces and 148 bicycle spaces

Materials

53. A mixed palette is proposed as shown below:



Use

54. The gym is to operate from 6am to 9pm each day and will have a maximum of 4 staff (including gym instructors and trainers) and 15 members/visitors present on the land at any one time.



Level 3 (podium level) showing typical apartment layouts



Artist impression from the corner of Heidelberg Road & Chandler Highway



Artist impression from Coate Avenue, viewed from the south of the proposal

Planning Scheme Provisions

Zoning

Clause 34.01 – Commercial 1 Zone (C1Z)

55. Pursuant to Clause 34.01-1 of the Yarra Planning Scheme (the Scheme), a planning permit is required to use land for accommodation (dwellings) if a frontage at ground floor exceeds two metres. Residential lobby entrance to Heidelberg Road and townhouse frontages along Coate Avenue exceeding 2m in width.

56. Pursuant to Clause 34.01-1, a planning permit is required for a leisure and recreation facility (includes gym), however a permit is not required for office.

57. Pursuant to Clause 34.01-4 of the Scheme, a planning permit is required to construct a building or construct or carry out works.

58. Also pursuant to Clause 34.01-4, an apartment development must meet the requirements of Clause 58.

Particular Provisions

59. Pursuant to Clause 52.06-2, before a new use commences, the required car parking spaces must be provided on the land. The following table identifies the car parking requirement under Clause 52.06-5.

Proposed Use	No. Apt/ area	Statutory Parking Rate	No. of Spaces Required
One & Two-bedroom dwelling	134	1 space per dwelling	134
Three or more-bedroom dwelling	38	2 spaces per dwelling	76
Residential visitors	172 dwellings	1 space per 5 dwellings	34
Office	982sqm	3.5 spaces per 100sqm of LFA	34
Gym	350sqm	Nil	N/A
		Total Required	**278**
		Allocated	**264**
		Reduction required under Clause 52.06	**14**

60. Pursuant to Clause 52.06-3, a permit is required to reduce the number of car spaces required under Clause 52.06-5. A gym is not included within Table 1 of clause 52.06-5 of the Yarra Planning Scheme, therefore car parking provision is required to be provided to the satisfaction of the Responsible Authority.

Clause 52.34 – Bicycle Facilities

61. Pursuant to clause 52.34-1, a new use must not commence until the required bicycle facilities and associated signage has been provided on the land. The following table identifies the bicycle parking requirement under Clause 52.34-3, the provision on site, and the subsequent reduction below the statutory requirement:

Use	Quantity/Size	Statutory Rate	No. Spaces required
Dwellings (four or more storeys)	172 dwellings	1 per 5 dwellings for residents 1 per 10 dwellings for visitors	34 resident spaces 17 visitor spaces
Office	1229sqm	1 employee space per 300sqm of NFA if the NFA exceeds 1000sqm; 1 visitor space per 1000sqm of NFA if the NFA exceeds 1000sqm	Not applicable
Minor Sports and recreation facility (incl. gym)	280sqm (2 staff)	1 space per 4 employees. 1 visitor space to each 200sqm of NFA	1 1 visitor space
		Total:	**34 resident spaces, 1 staff spaces and 18 visitor spaces**

62. The proposal provides 148 bicycle spaces and as such the requirement of Clause 52.34-3 is exceeded.

Clause 58 – Apartment Developments

63. The purpose of this clause is:

(a) To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
(b) To encourage apartment development that provides reasonable standards of amenity for existing and new residents.
(c) To encourage apartment development that is responsive to the site and the surrounding area.

64. A development must meet of the objectives of this clause and should meet all of the standards.

General Provisions

65. 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 11.06-2 - Housing Choice

66. The objective of this clause is:
    (a) To provide housing choice close to jobs and services.

Clause 11.06-5 – Neighbourhoods

67. The objective of this clause is:
    (a) To create a city of inclusive, vibrant and healthy neighbourhoods that promote strong communities, healthy lifestyles and good access to local services and jobs.

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

68. The objective of this clause is:
    (a) To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.

Clause 13.04 – Noise and Air

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

Clause 15.01.1 – Urban Design

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

Clause 15.01-2 – Urban Design Principles

71. The objective of this clause is:
    (a) To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.

72. 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).
    (c) Urban Design Charter for Victoria (Department of Planning and Community Development 2009).

Clause 15.01-4 – Design for Safety

73. The objective of this clause is:
    (a) To improve community safety and encourage neighbourhood design that makes people feel safe.

Clause 15.01-5 – Cultural Identity and Neighbourhood Character

74. The objective of this clause is:
    (a) To recognise and protect cultural identity, neighbourhood character and sense of place.

Clause 15.02 – Sustainable Development

75. The objective of this clause is:
    (a) To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.

Clause 16.01-1 – Integrated Housing

76. The objective of this clause is:
    (a) To promote a housing market that meets community needs.

Clause 16.01-2 – Location of residential development

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

Clause 16.01-3 – Housing opportunity areas

78. The objective of this clause is:
    (a) *To identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.*

Clause 16.01-4 – Housing Diversity

79. The objective of this clause is:
    (b) *To provide for a range of housing types to meet increasingly diverse needs.*

Clause 16.01-5 – Housing affordability

80. The objective of this clause is:
    (a) To deliver more affordable housing closer to jobs, transport and services.

Clause 17.01.1 - Business

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

Clause 18.01 – Integrated Transport

82. The objective of this clause is:
    (a) To create a safe and sustainable transport system by integrating land-use and transport.

Clause 18.02-1 – Sustainable personal transport

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

Clause 18.02-2 - Cycling

84. The objective of this clause is:
    (a) To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.

Clause 18.02-3 – Principal Public Transport Network

85. The objective of this clause is:
    (a) To facilitate greater use of public transport and promote increased development close to high-quality public transport routes in Metropolitan Melbourne.

Clause 18.02-5 – Car parking

86. The objective of this clause is:
    (a) To ensure an adequate supply of car parking that is appropriately designed and located.

Local Planning Policy Framework (LPPF)

Clause 21 – Municipal Strategic Statement (MSS)

Clause 21.04 – Land Use

Clause 21,04-1 – Accommodation and Housing

87. The relevant objectives of this clause are:
    (a) Objective 1 To accommodate forecast increases in population.
        (i) Strategy 1.1 Ensure that new residential development has proper regard for the strategies applicable to the neighbourhood in question identified in clause 21.08;
        (ii) Strategy 1.2 Direct higher density residential development to Strategic Redevelopment Sites identified at clause 21.08 and other sites identified through any structure plans or urban design frameworks.
    (b) Objective 2 To retain a diverse population and household structure; and
    (c) Objective 3 To reduce potential amenity conflicts between residential and other uses.

Clause 21.04-3 – Industry, office and commercial

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

Clause 21.05-2 – Urban design

89. The relevant objectives and strategies of this clause is:

    (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.
        (i) Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
            - Significant upper level setbacks
            - Architectural design excellence
            - Best practice environmental sustainability objectives in design and construction
            - High quality restoration and adaptive re-use of heritage buildings
            - Positive contribution to the enhancement of the public domain
            - Provision of affordable housing.
    (c) Objective 18 To retain, enhance and extend Yarra's fine grain street pattern.
    (d) Objective 20 To ensure that new development contributes positively to Yarra's urban fabric.
    (e) Objective 21 To enhance the built form character of Yarra's activity centres.
    (f) Objective 22 To encourage the provision of universal access in new development.

Clause 21.05-4 Public environment

90. The relevant objectives and strategies of this clause is:

    (a) Objective 28: To a provide a public environment that encourages community interaction and activity:

(ii) Strategy 28.1 Encourage universal access to all new public spaces and buildings.
(iii) Strategy 28.2 Ensure that buildings have a human scale at street level.
(iv) Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment.
(v) Strategy 28.5 Require new development to make a clear distinction between public and private spaces.
(vi) Strategy 28.8 Encourage public art in new development.
(vii) Strategy 28.9 Apply the Public Open Space Contribution policy at clause 22.12.

Clause 21.06 - Transport

91. The relevant objectives of this clause is:

(b) *To provide safe and convenient pedestrian and bicycle environments.*
(c) *To facilitate public transport usage.*
(d) *To reduce the reliance on the private motor car.*
(e) *To reduce the impact of traffic.*

Clause 21.07 – Environmental Sustainability

92. The relevant objectives of this Clause are:
(f) *To promote environmentally sustainable development*
(g) *To improve the water quality and flow characteristics of storm water run-off.*

Clause 21.08 – Neighbourhoods

Clause 21.08-6 – Fairfield and Alphington

93. Clause 21.08-6 identifies that '*the Heidelberg Road neighbourhood activity centre is on the boundary between the Cities of Yarra and Darebin. It is a small convenience centre, with limited furniture and home wares outlets and a small amount of office space.'*

94. Implementation of the built form strategies at clause 21.05 includes:
(a) Supporting development that maintains and strengthens the preferred character of the relevant Built Form Character type.

95. Figure 16; the built form character type identifies the subject site within a Main Road precinct, which seeks to:
(a) Maintain the hard urban edge of development;
(b) Reflect the fine grain of the subdivision pattern in building design where this exists along main roads.

Relevant Local Policies

Clause 22.05 – Interface Uses Policy

96. The objectives of this clause are:
(a) *To enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes.*
(b) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*

Clause 22.10 – Built form and design policy

97. The policy applies to all new development not included in a heritage overlay and comprises ten design elements that address the following issues: urban form and character; setbacks and building heights; street and public space quality; environmental sustainability; site

coverage; on-site amenity; off-site amenity; landscaping and fencing; parking, traffic and access; and service infrastructure.

Clause 22.12 – Public Open Space Contribution

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

99. The subject site is in an area where cash contribution is the preferred method of public open space contribution (Area 3078B).

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

100. The relevant objectives of this clause are:
    (c) *To achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended). Currently, these water quality performance objectives require:*
        (i) Suspended Solids - 80% retention of typical urban annual load
        (ii) Total Nitrogen - 45% retention of typical urban annual load
        (iii) Total Phosphorus - 45% retention of typical urban annual load
        (iv) iv. Litter - 70% reduction of typical urban annual load
    (d) *To promote the use of water sensitive urban design, including stormwater re-use.*

Clause 22.17 – Environmentally Sustainable Development

101. 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.

Advertising

102. The original application was advertised during August 2017 in accordance with Section 52 of the *Planning and Environment Act* 1987 (the Act) by way of 1,396 letters sent to the surrounding property owners/occupiers and by four signs on the site. A total of 127 objections were received. The concerns can be summarised as:
    (a) Excessive height and setbacks;
    (b) Design incongruous with existing character;
    (c) Amenity impacts (overshadowing, overlooking, visual bulk and light spill);
    (d) Dominance of residential use within a commercial zone
    (e) Poor internal amenity and inconsistencies with clause 58 (Apartment Guidelines);
    (f) No provision for affordable housing
    (g) Insufficient ESD standards;
    (h) Insufficient car parking;
    (i) Traffic impacts;
    (j) Insufficient infrastructure capacity to support the development (e.g. public transport schools, medical centres etc); and
    (k) Insufficient landscaping opportunities

103. The grounds of objections will be considered and addressed where relevant throughout the following assessment.

Referrals

External Referrals

104. The application was required to be referred to the following referral authorities, with their comments attached to this report:
    (a) Transport for Victoria (formally PTV)

Internal Referrals

105. The application was referred to the following areas, with their full comments attached to this report:
    (a) Urban Design Consultant – Message Consultants
    (b) Open Space Unit (Landscape Architect and Arborist)
    (c) Environmentally Sustainable Development (ESD) Advisor
    (d) Engineering Services Unit
    (e) City Works branch
    (f) Strategic Transport
    (g) Wind Consultant – Vipac Consultants
    (h) Acoustic Consultant – SLR Consulting Australia

OFFICER ASSESSMENT

106. The relevant considerations for this assessment are as follows:
    (a) Strategic justification
    (b) Land use
    (c) Built form and design
    (d) Off-site amenity impacts
    (e) Clause 58 (Apartment Developments)
    (f) Environmentally Sustainable Design
    (g) Car parking, bicycle facilities and traffic generation
    (h) Streetscape works
    (i) Objectors' concerns

Strategic Justification

107. State Policy supports housing at higher densities on this site, being within proximity of a Neighbourhood Activity Centre (NAC), infrastructure and amenities. Notably, Clause 16.01-1 (Integrated housing) seeks to '*Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.'* The subject site, at 3,729sqm in area, within a Commercial 1 Zone and with three street abuttals, presents an opportunity for increased housing yield.

108. Additionally, clause 16.01-2 seeks to *'Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.*' The subject site benefits from access to jobs, services and public transport within the Alphington NAC and the future development of the Amcor site.

109. At a local level, there is an expectation stated at Clause 21.04-1 that C1Z will accommodate some of Yarra's housing growth, however potential amenity conflicts between residential and other uses needs to be managed, with Strategy 3.1 requiring that '*new residential development in the Commercial 1 Zones to be designed to minimise potential negative amenity impacts of existing non-residential uses in the vicinity'*. Potential interface issues with non-residential uses will be discussed as relevant through this report.

110. Housing diversity is encouraged at both a State and local level, with State policy at clause 16.01-4 identifying the objective *'To provide for a range of housing types to meet increasingly diverse needs.'* Including the strategy to *'support opportunities for a wide range of income groups to choose housing in well-serviced locations.'* Objectives within the MSS on land use (Clause 21.04) are very similar, advocating for the retention of a diverse population and

household structure. The proposed development supports these policies by incorporating a mix of one, two and three bedroom dwellings at various sizes and layouts.

111. State and local policies on built form (Clause 15.01 and 21.05) are consistent in their objectives for the delivery of responsive and high quality built form environments. At a local level, Objective 17 of Clause 21.05 seeks '*to retain Yarra's identity as a low-rise urban form with pockets of higher development',* with Strategy 17.1 to *'Ensure that development outside activity centres and not on Strategic Redevelopment Sites reflects the prevailing low-rise urban form'.* As the subject site is not within the activity centre nor a strategic redevelopment site, consideration needs to be given to the specific strategic context of the site, the impacts of a taller built form on the site and the particular design response. In undertaking this assessment, Council's Built Form and Urban Design policy at clause 22.10 needs to be considered.

112. Yarra recognises the importance of environmentally sustainable development within its MSS (Clause 21.07) and through its Environmentally Sustainable Development Policy at clause 22.17 and Stormwater Management (WSUD) Policy at Clause 22.16. The environmental sustainability of the proposed development will be covered in greater detail within this report.

113. Both State and local policy directives seek to promote the use of sustainable personal transport and increased development close to high-quality transport routes (Clauses 18.02-1, 18.02-2, 18.02-3 and 21.06). In regard to car parking, Clause 18.02-5 encourages an adequate supply of car parking to be provided with consideration to '*existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.'*

114. At a local level, clause 21.06 acknowledges that whilst parking availability is important for many people, *'unrestricted car use and parking is neither practical nor achievable.'* Matters relating to transport relevant to the proposed development will be covered later within this report.

115. The site is well-positioned to accommodate more intensive development of the site, with the nearby NAC and future development on the Amcor site offering accessibility to jobs, services and public transport. Having regard to the above discussion, the proposal demonstrates strong policy support at both a State and local level.

Land Use

116. As stated within the planning controls section, a permit is required for the dwellings and the gym use. The office is 'as of right' within the C1Z. In assessing the proposed uses, consideration needs to be given to Council's Interface Uses Policy at Clause 22.05 of the Yarra Planning Scheme.

117. A permit is only triggered to use the land for dwellings within the C1Z as the residential uses exceed a ground floor frontage of 2m in width. The intention of this permit trigger is to ensure that residential uses do not erode active retail frontages within commercial areas. However, given the isolated nature of the commercially-zoned site (surrounding by residential zoning), the inclusion of a wider residential frontage to Heidelberg Road will not impact the integrity of a continuous retail frontage. The proposal appropriately locates the commercial activity (office and gym) to the corner of Chandler Highway and Heidelberg Road, transitioning to the residential uses to the west. The ground level residential frontage to Coate Avenue is also an appropriate response given the residential zoning (and uses) within the remainder of this local street. However, as will be discussed within the built form assessment, improvement is required to the interface with the western portion of Heidelberg Road.

118. Residential use of the land has clear policy support within both State and local policy as outlined within the 'Strategic Justification' section earlier. The residential use is also

consistent with the purpose of the C1Z, which includes: '*To provide for residential uses at densities complementary to the role and scale of the commercial centre.*'

119. While residential use of the land is supported and will contribute toward a vibrant mixed use commercial centre, consideration needs to be given to potential land use conflicts with non-residential uses. In this case, the only non-residential uses proximate to the site are those proposed within the development, being the office tenancy and gym. Office uses do not typically generate off-site amenity impacts such as noise, odour or light spill. The offices are face Chandler Highway and Heidelberg Road, with no openings onto the residential component of the development. There are no potential overlooking impacts into the proposed dwellings.

120. The gym (restricted recreational facility) will be available to residents and employees of the development as well as the wider community, supporting convenient access to services. The proposed gym is consistent with the purpose of the C1Z *'to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.'*

121. Having regard to the decision guidelines of the C1Z, the proposed gym is considered appropriate. The gym is complementary to the residential and offices uses also proposed within the development. The gym is proposed to operate between 6am and 9pm daily, with some scheduled classes proposed. As the gym does not directly abut the residential uses, it is unlikely that noise or vibrations emitted from the gym would impact the residential amenity. However there may be impact upon the abutting office tenancy. The acoustic report submitted with the application does not consider the potential impacts on the office; as such a condition of any permit will require this to be considered within the acoustic report. With respect to light spill and overlooking impacts from the gym, this is not expected given that all window and door openings are orientated to Heidelberg Road and Chandler Highway.

122. The decision guidelines within the C1Z for new permit required uses also require consideration of the availability and connection to existing services as well as the impact on traffic generation. As will be discussed in greater detail later within the report, it is considered that these matters are addressed.

Built Form and Design

123. In considering the design and built form of the proposed development, the most relevant aspects of the Scheme are found at Clauses 15, 21.05 and 22.10. As supplementary guidance, the recently released *Urban Design Guidelines for Victoria* prepared by the Department of Environment, Land, Water and Planning are also of relevance.

124. These provisions and guidelines seek a development outcome that responds to the existing or preferred neighbourhood character and provides a contextual urban design response reflective of the aspirations for the area. Particular regard must be given to the acceptability of the design in terms of height and massing, street setbacks and its relationship to adjoining properties.

Street Level Interface

125. Clause 22.10.3-4 (Street and Public Space quality) includes the following design guidelines; *The design of the ground level street frontage of new development should provide a high level of pedestrian amenity and visual interest by:*
- *(a) Providing well-defined entries at ground level on the street frontage.*
- *(b) Incorporating commercial/display or retail space (where appropriate).*
- *(c) Installing glazed areas allowing permeability into the interior spaces.*
- *(d) Matching ground floor level with street level.*
- *(e) Avoiding sub-basement car parks where the structure of the car park and vents are raised above the footpath level.*

126. Having regard to the above, the proposed development is considered to generally deliver a successful street level interface, contributing to the public space quality and responding appropriately to the different interfaces. Along Heidelberg Road and Chandler Highway, the building is constructed to the street edge, with double height glazing that responds appropriately to the scale of these streets and the prominence of the corner location. To Coate Avenue, a noticeably different treatment is provided, responding to the local residential character of this interface with a row of individual townhouses. A building canopy is also proposed along Heidelberg Road and Chandler Highway providing weather protection for pedestrians.

127. The majority of the publically visible sides of the building are activated and offer a visually engaging pedestrian experience. However, concern is raised with the treatment of the western section of the Heidelberg Road elevation (excerpt below). Due to the provision of services, the extent of activation is limited. It is considered that this elevation could be improved by providing glazing to the full width of the bicycle storage area and ensuring a high quality material treatment is provided for the emergency exit doors, fire booster cabinet and the remaining portion of the wall. These matters will be conditioned accordingly.



Western portion of the Heidelberg Road facade

128. In contrast to the existing building on the site, the floor level of proposed development is generally consistent with the natural ground level of the Heidelberg Road and Chandler Highway footpaths. While there is a subgrade level to the townhouses facing Coate Avenue, given the dwelling entrances are at street grade, maintaining sufficient integration with the street.

129. The various entrances to the building are clearly defined, including a prominent double height entrance for the residential apartments to Heidelberg Road, the individual entrances into the townhouses along Coate Avenue and the separate entrances for the gym and office space directly into the tenancies. As will be discussed within the section on micro climate, it is recommended that the entrances into the commercial tenancies be located away from the corner of Heidelberg Road and Chandler Highway. This suggestion is expected to shift the entrances so they are more centrally located to the tenancies; this is considered an appropriate alteration and will continue to support the presence of the building entries.

130. While Message consultants were comfortable that the ground level plane was appropriately treated, they advised that its success will depend on close attention to the resolution of elements such as service cupboards and substations. Message subsequently recommend greater detail of the street level treatment, at a more readable scale, be provided as a condition of permit. This will be conditioned accordingly.

Height and setbacks of upper levels

131. As discussed in the strategic justification for the proposal, Council's MSS directs that development outside activity centres and not on strategic redevelopment sites should be maintained at a low scale. This is sought to protect the integrity of Yarra's streetscapes and

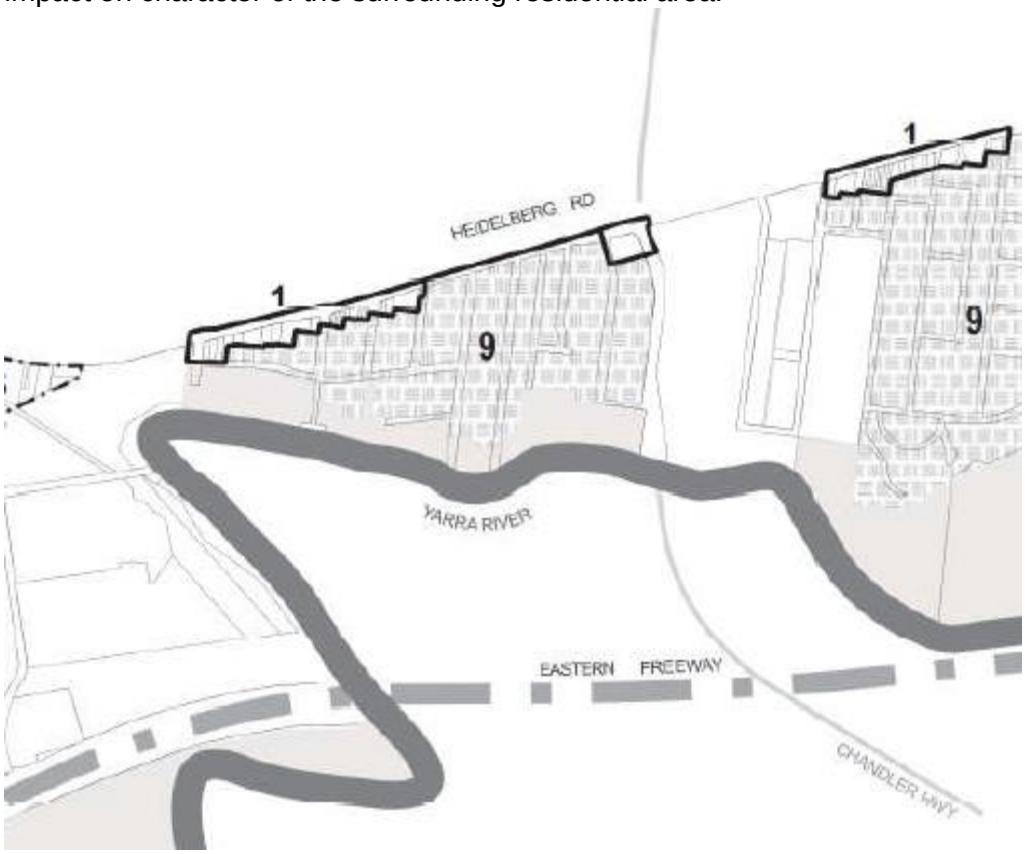
the amenity of surrounding properties. However, as will be discussed below, the particular context of the site can support a taller built form with limited impact to the surrounding area.

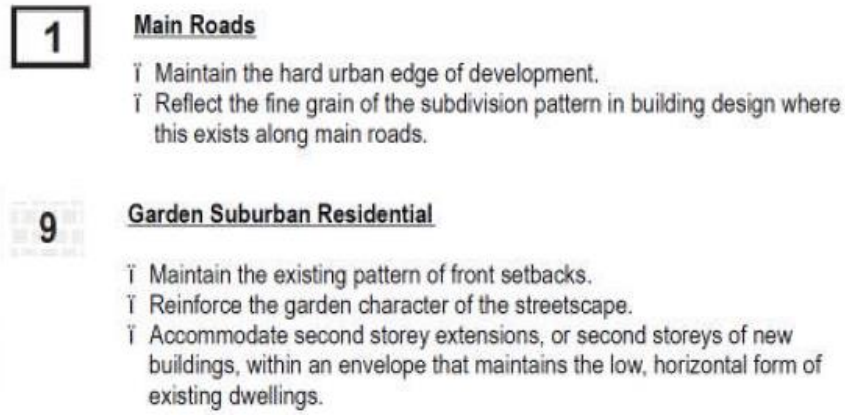
132. Council's Built Form and Urban Design Policy guidance for setbacks and building height at clause 22.10-3.3 is as follows:

(a) To ensure that the setbacks of new development complement the desired neighbourhood character of the area (as identified in the Site Analysis Plan and Design Response, the Municipal Strategic Statement and any relevant local planning policies).

(b) To ensure that the height of new development is appropriate to the context of the area (as identified in the Site Analysis Plan and Design Response) and respects the prevailing pattern of heights of the area where this is a positive contribution to neighbourhood character.

133. Due to its three street frontages, the site presents somewhat of an island site. The existing office building is also visually detached and incongruous with the surrounding residential area to the south and west. This variation in the treatment of this site is also reflected in clause 21.08-6 (Fairfield/Alphington), which includes the site within the Main Roads Precinct, as distinct from the Garden suburban residential precinct that it surrounds. As a consequence of the site's isolation, development of the subject site is expected to have little impact on character of the surrounding residential area.





Excerpt from Figure 16: Built form character map

134. The site's location on the intersection of two major roads and its detachment from the lower scale residential areas, lend itself to a more robust built form treatment. Also, whilst the site is not within the Amcor strategic redevelopment site, being located on the opposite corner, the site will be read in the context of the anticipated taller built form on this corner. As outlined in the description of the surrounding area, the development plan for the Amcor site specifies a preferred building height of 14 storeys on the south-east corner of Heidelberg Road and Chandler Highway.

135. Message Consultants have undertaken an urban design review of the proposal on behalf of Council. In regard to the proposed height, they also considered there to be *'a rational and some validity in urban design terms to the concept of a building height at the Chandley [sic] Highway/Heidelberg Road corner that responds to the scale expected on the opposite corner as part of the Amcor development.'*

136. However, while Message was comfortable with the 13 storey form at the major intersection of Heidelberg Road and Chandler Highway, they felt that a more *'purposeful transition'* is required to the residential areas to the south and the west. They have recommended reducing the heights to the western and southern wings as illustrated in the following diagrams contained within their advice. With these changes, the southern and western wings of the building would have a perceive height of eight storeys, which was considered to provide a more comfortable and responsive step down to the surrounding lower built forms.



Eastern (Chandler Hwy) Elevation with Message Consultants suggested amendments



Northern (Heidelberg Rd) Elevation with Message Consultants suggested amendments

137. The permit applicant has responded by providing a set of sketch plans incorporating these additional setbacks (refer to artist images below). These sketch plans will be conditioned accordingly. As will be discussed within the assessment of the off-site amenity impacts, it is considered that the proposed development is appropriately massed to reduce unreasonable amenity impacts such as visual bulk and overlooking. On this basis, Council officers are satisfied that the height and massing of the development appropriately responds to the specific context of the site and is overall consistent with clause 22.10-2.

Artist Impression from Coate Avenue, south of the site



Current application



Sketch plan incorporating Urban Design suggestions

Detailed Design and Materiality

138. The proposed development presents a high quality and well resolved design. Message Consultants opined that *'the proposal demonstrates a sophisticated approach to management of the overall form, with solid brick elements to the lower levels and elegant sculptured balcony banding to the upper levels.'* Message also noting that the *'horizontal banding to the tower is offset by the vertical recesses and the changing profile of balcony upstands across the main facades to achieve a dynamic overall effect and balance of vertical and horizontal proportions.'*

139. As outlined in the background section, in a preliminary review of the application, Council officers raised concern with the extensive use of 'white' to the solid elements to the tower element. The applicant responded at the further information stage by introducing a bronze colour to the south-eastern wing of the building. This was reflected in the advertised plans and considered to provide an appropriate variation in finishes, without compromising the simplicity and elegance of the design.

140. As identified by Message consultants, care needs to be exercised in the final selection of the materials to ensure that the finishes are robust and durable, with elements such as the white coloured balcony undersides treated to avoid build-up of dirt given the high traffic volumes past the site. This will be dealt with by way of condition.

Micro climate

141. A desktop environmental wind assessment prepared by MEL consultants was submitted with the application and has been peer reviewed by Vipac Consultants. Vipac were comfortable with the analysis approach, assessment criteria, wind environment and exposure estimate outlined in the report.

142. The MEL report concludes that wind conditions in the surrounding streetscapes would achieve the criterion for walking comfort for all wind directions, with the residential tower entrance within short term stationary criterion. This was also considered acceptable by Vipac.

143. The report also suggests that it would be preferable to relocate the commercial entrances away from the corner of Heidelberg Road and Chandler Highway. It was also recommended in report that the assumptions are qualified by a wind tunnel study in the design detailed stage. These matters will be conditioned on permit accordingly.

Offsite Amenity Impacts

144. The policy framework for offsite amenity considerations is contained within Clause 22.05 (Interface Uses Policy) and clause 22.10-3.8 (Off-site Amenity), with additional guidance within the *Urban Design Guidelines* and the Decision guidelines within the C1Z.

Visual bulk

145. The interfaces to the west and south have the greatest potential to be impacted by the proposed development from a visual bulk perspective. It is considered that Heidelberg Road provides a sufficient buffer from the existing dwellings to the north as will Chandler Highway from the future development of the Amcor site.

146. As discussed within the assessment of the height and setbacks, Message Consultants has suggested lowering the western and southern sections of the tower element to better step down to the low scale residential forms. They consider that this will also have the desirable effect of reducing the perceived height of the building to approximately eight storeys as viewed from the west and the south. Message was satisfied that this also sufficiently addressed potential visual bulk impact.

147. While the proposed development will still be clearly visible from the townhouses to the south, the primary orientation of these dwellings to the east and west, rather than toward the subject site, thus reducing the impact on these dwellings. While the development would be visible from dwellings further to the south along Coate Avenue, however the visual impact will be sufficiently mitigated by their distance. On the basis, it is considered that the proposal, subject to the refinements presented in the sketch plans, will not result in unacceptable visual bulk.

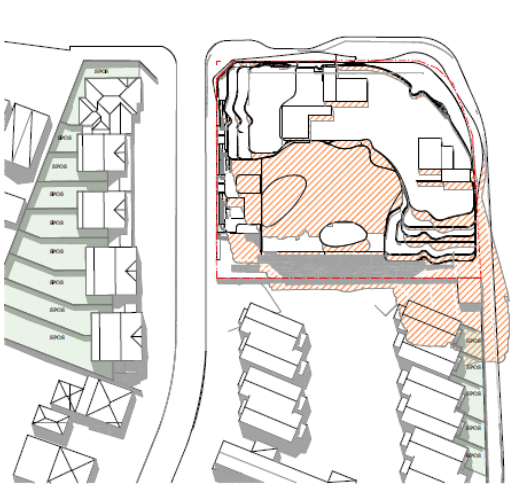
148. The most immediate outlook from the dwellings west of Coate Avenue will be to the proposed three storey townhouses that are to extend along Coate Avenue. The scale and grain size of these buildings is considered an appropriate response to the residential street and would not be perceived as excessively bulky. While the upper levels will be visible, the combined setback of Coate Avenue and the additional setbacks described within the Message Advice and the sketch plans would be sufficient to mitigate any unreasonable visual bulk from these properties. Also noting that the principal private open space areas of these properties are orientated to the west and away from the subject site. Therefore, subject to the sketch plan changes, it is not considered that the proposed development will result in unreasonable visual bulk to these properties.

Overshadowing

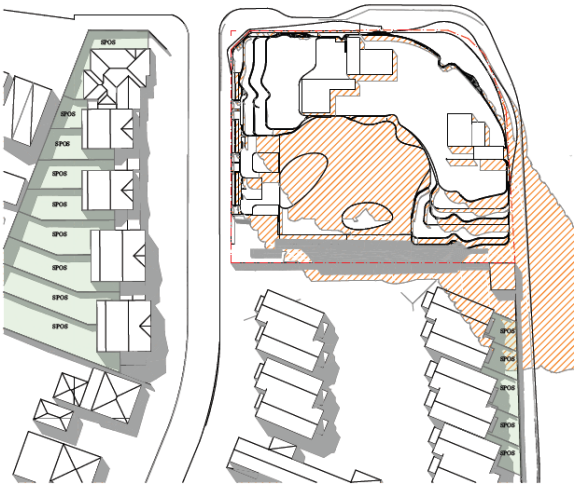
149. Shadow diagrams have been submitted for each hour from 9am to 3pm at the September Equinox. This is consistent with the time period considered under Standard B22 (Overlooking) of clause 55. The shadow diagrams indicate that at 9am there will be additional overshadowing cast on the properties to the west of Coate Avenue, with Nos. 44, 46 and 48 Coate Avenue most affected and a slight increase to No. 42 Coate Avenue. However from 10am there will be no additional shadows cast on these secluded private open space areas by the proposed development for the remainder of the day. Given that 6 hours between 9am and 3pm will remain unaffected by the proposal, the impacts are not considered unreasonable. Furthermore, at 9am, the secluded private open space areas of the affected dwellings are already largely overshadowed by their own dwellings. It is also noted that the increased upper level setbacks from the west reflected in the sketch plans would further assist in reducing the overshadowing impacts.

150. The shadow cast by the proposed development will mainly impact the common driveway for the townhouses to the south. From 1pm, there will be additional overshadowing of the secluded private open space of the northernmost townhouse proximate to Chandler Highway. At 2pm, the two northernmost townhouses proximate to Chandler Highway will be affected. At 3pm, the secluded private open space areas will be overshadowed by the townhouses themselves.

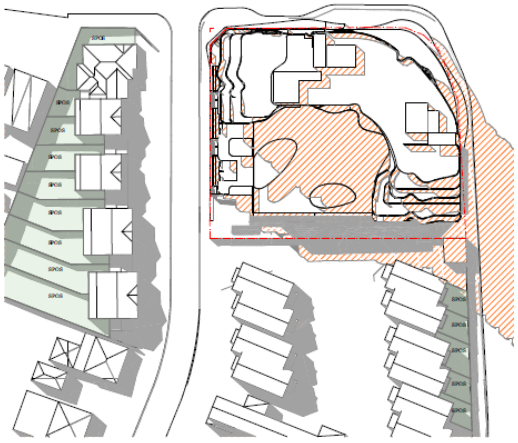
Shadow diagrams for September Equinox



1pm



2pm



3pm

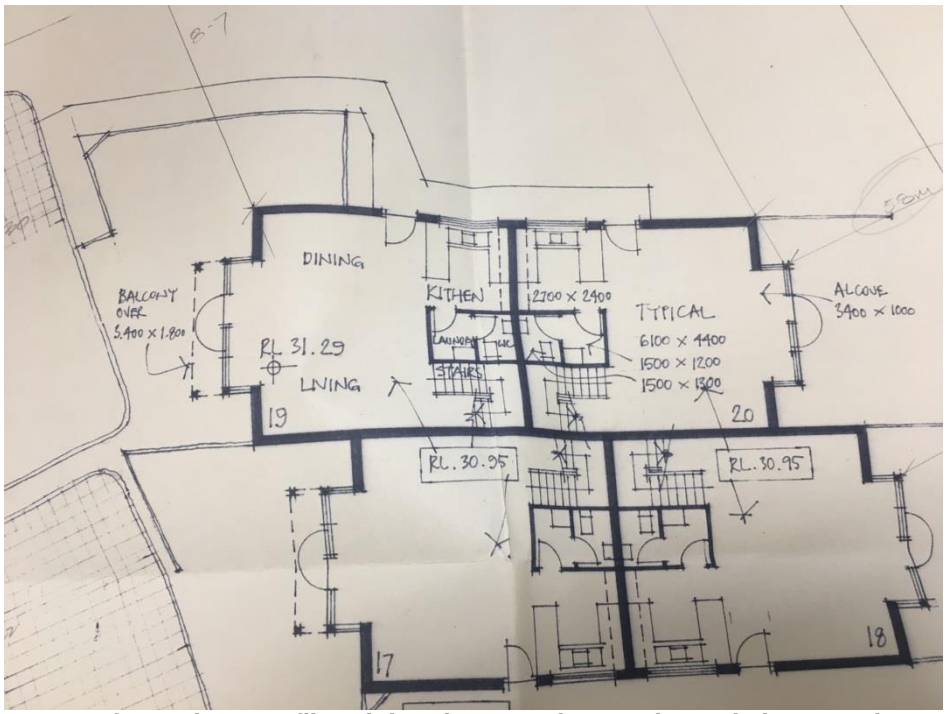
151. The increased level of shadow the northernmost townhouse facing Chandler Highway would have an unreasonable impact on the afternoon solar access to this area. However, given this shadow is predominately caused by the uppermost levels of the proposal, the increased setbacks from the southern boundary suggested by Message Consultants and reflected in the sketch plans will reduce the extent of overshadowing to an acceptable degree.

Daylight/solar access to existing windows

152. The existing daylight levels to dwellings on the western side of Coate Avenue are not expected to be noticeably affected by the proposed development given the separation of Coate Avenue of approximately 15m, combined with the existing setbacks of the dwellings on the west of Coate Avenue and the upper level setbacks of the proposed development (ranging from 3m to 17.1m).

153. The townhouses to the south each contain a ground floor north-facing kitchen window facing the subject site. As illustrated in the plans and site photo below, these windows are secondary to the open kitchen/living area, with one of these composed of glass bricks.

While there is likely to be some solar access lost to these windows, the level of internal amenity to these dwellings will be maintained by the primary windows to the east and west. It is therefore not considered that the amenity of these dwellings will be unreasonably compromised by the proposed development.



Excerpt from plans on file 8 (Planning Permit 5977 issued circa 1989)



Northern elevation of the townhouse to the south at 35 Coate Avenue

154. With respect to daylight to the adjacent townhouses, it is considered that there is sufficient separation from the proposed development to maintain an adequate level of daylight, with the windows of the serviced apartment setback 8.2m combined with the proposed development, which is setback from 4.5m to 17.63m from the boundary. Furthermore, it appears that the primary outlook and daylight access is provided from the east and west windows, rather than those to the north. On this basis, the proposed development is not considered to unreasonably impact the internal amenity of the townhouses to the south.

Overlooking

155. In assessing overlooking impacts, Standard B22 (overlooking) of clause 55 has been considered (whilst not applicable). This standard considers views between habitable room windows and/or SPOS within 9m should be minimised to no more than 25%. Coate Avenue is sufficiently wide at approximately 15m to prevent unreasonable overlooking of the dwelling on the western side of the street.

156. In regard to the townhouses to the south, there is only one existing habitable room window within 9m of the shared boundary (noting the private open space for the townhouses is a minimum of 12m away). This window is 8.2m from the boundary and 12.9m from the closest habitable room window of the proposed development. On this basis, it is not considered unreasonable overlooking impacts will occur as a result of the proposed development. There are no other sensitive areas proximate to the subject site that unreasonable overlooking impacts would occur.

Clause 58 (Apartment Developments)

Standard D1 – Urban context

157. This standard has two purposes;
    (a) To ensure that the design responds to the existing urban context or contributes to a preferred future development of the area; and
    (b) That development responds to the features of the site and the surrounding area.

158. These matters have been covered earlier within the report.

Standard D2 – Residential Policies

159. As outlined earlier within the Strategic Justification section, here is general policy support for the proposed development under the purpose of the Commercial 1 Zone and local policies of the Yarra Planning Scheme.

Standard D3 –Dwelling diversity

160. The application contains a mix of dwelling types and sizes as encouraged under this Standard, with 20 x 1 bedroom dwellings, 114 x 2 bedroom dwellings and 38 x 1 bedroom dwellings.

Standard D4 - Infrastructure

161. The proposal is located within an established area with existing utility services and infrastructure. A substation is proposed, ensuring that the development will not unreasonably overload the existing capacity of the utilities. There is no evidence to suggest that the proposed development would impact on the operation of the existing services and therefore the purpose of the Standard is considered to have been met.

Standard D5 – Integration with the street

162. Integration with the abutting streetscapes has been discussed previously within the built form and design section.

Standard D6 – Energy efficiency

163. This standard seeks to ensure that buildings are orientated to make appropriate use of solar energy and also sited to ensure that the energy efficiency of existing adjoining dwellings is not unreasonably reduced.

The proposed development orientates living areas and balconies to the north where practical to do so. While some south-facing balconies are unavoidable within an apartment typology, the L-shape of the upper levels reduces the extent of entirely south-facing apartments and provides greater opportunities for easterly and westerly aspects.

164. The Sustainability Management Plan prepared by Wood & Grieve Engineers states that the NatHERS annual cooling load (21Mj/m2) will not be exceeded. However, given the large areas of exposed glazing to summer sun angles is proposed, Council's ESD advisor has requested additional sample NatHERS ratings for dwelling Types 1E, 3H and 3D. This will be conditioned accordingly.

165. With respect to the impact on the energy efficiency of surrounding properties, the proposal is considered acceptable. As discussed within the offsite amenities section, the additional overshadowing cast by the proposed development at the September Equinox is minimised by Coate Avenue and the generous upper level setbacks.

166. Further consideration of Council's ESD Policy at clause 22.17 is provided later within this report.

Standard D7 – Communal open space

167. This Standard requires developments with greater than 40 dwellings to provide a minimum of 2.5sqm of communal open space per dwelling or 250sqm, whichever the lesser. In the case of the subject site, the lesser is 250sqm. The proposed development comfortably meets this requirement, providing 927sqm of communal open space within the Level 3 podium in addition to 230sqm communal open space area on Level 12.

168. The location and design of these spaces is also consistent with Standard D7, such as:
    (a) Passive surveillance of the podium would be provided from balconies of apartments to the levels above.
    (b) The Level 12 terrace does not receive any passive surveillance given that it is located on the top level. While there is an apartment abutting this terrace, in order to protect the amenity of this dwelling, there are no openings provided from the dwelling. This is considered an acceptable outcome. However a condition of any permit issued will require the door between the common corridor and the terrace to be clear glazed to facilitate visibility between the two spaces.
    (c) Garden beds provide a buffer between the podium level apartments and the podium terrace. It is unclear whether fencing is also proposed to the individual apartments. A condition of any permit issued will require details of fencing to be provided, demonstrating that privacy of these apartments will be protected.
    (d) The acoustic report submitted with the application does not consider noise from the communal areas. A condition of any permit that issues will require an updated acoustic report to be provided assessing the noise impacts from these areas and recommend any necessary mitigation measures.
    (e) As discussed within the assessment of Standard D10 (landscaping), detailed landscape treatment is proposed within the communal areas.

Standard D8 – Solar access to communal open space

169. The standard encourages communal outdoor open space to be located on the northern side of a building if appropriate. It also seeks to ensure at least 50 per cent, or 125sqm, whichever the lesser, of the primary outdoor open space area receives a minimum two hours of sunlight a day between 9am and 3pm on 21 June.

170. In the case of the subject site, locating the podium terrace on the south-west area is considered more appropriate to maintain the hard-edge presentation to the corner of Heidelberg Road and Chandler Highway, whilst respecting a transition to more sensitive residential uses to the south and west.

However the provision of a second area of open space on Level 12 of the building ensures that an adequate degree of solar access penetrates the communal open space area.

171. It is noted that as a result of the sketch plan changes discussed earlier, it is proposed to relocate the terrace from Level 12 to Level 11. While this area is likely to experience a slight increase in morning shadowing, it is expected that it will continue to comfortable meet the minimum solar access requirements of Standard D8.

Standard D9 – Safety

172. This standard seeks to ensure that the layout of development provides for the safety and security of residents and property. The proposed development achieves the standard by providing a clear and secure residential entry to Heidelberg Road. Glazing is also provided from the lift lobby and bicycle storage to Heidelberg Road for added passive surveillance. The townhouses along Coate Avenue are to be fenced along the boundary, securing access.

173. There is concern with the safety of the landscaped deep soil planting area along the southern boundary. While this area will be visible from the townhouses to the south (separated by a permeable chain wire mesh fence), the proposed development turns it back on this area. There appear to be windows shown along the southern side of the proposed carpark, however the elevation indicates that there will be a perforated metal mesh screen with greater than or equal to 20% openings. To improve the level of passive surveillance, it is suggested that the openings to the screen to the ground floor be a minimum of 50% to allow clear views from the carpark to the landscaped area to the south. Additionally, to further delineate this area as a private area, it is recommended that the eastern and western ends be fenced. These matters will be conditioned accordingly.

174. No lighting details are provided, however it is considered that there would be sufficient illumination from the street lighting to avoid safety concerns. Ambient light would also be anticipated from the lobby entrances and the commercial frontage along Heidelberg Road.

175. The car parking and bicycle storage facilities are located within secure areas within the development thus not posing any safety or security concerns to the future residents, staff and visitors.

Standard D10 – Landscaping

176. This standard seeks landscape layout and design to:
    (a) Be responsive to the site context.
    (b) Protect any predominant landscape features of the area.
    (c) Take into account the soil type and drainage patterns of the site and integrate planting and water management.
    (d) Allow for intended vegetation growth and structural protection of buildings.
    (e) In locations of habitat importance, maintain existing habitat and provide for new habitat for plants and animals.
    (f) Provide a safe, attractive and functional environment for residents.
    (g) Consider landscaping opportunities to reduce heat absorption such as green walls, green roofs and roof top gardens and improve on-site storm water infiltration.
    (h) Maximise deep soil areas for planting of canopy trees.

177. An arboricultural assessment prepared by Tree Logic (dated 10 August 2017) and landscape concept plan prepared by TCL (dated January 2018) was submitted with the application. The arboricultural assessment identified 11 trees on the site, with only one of these trees of sufficient size to trigger Local Law No. 3 for its removal. The report concludes that none of the existing vegetation is significant and does not warrant retention. It appears that all the existing vegetation is proposed to be removed as it is not shown on the landscape plan. This will need to be confirmed by permit condition. Council's Open Space Unit have also assumed that all vegetation to be removed and is supportive of this.

178. Standard D10 states that deep soil planting should be provided for 15% of a site that is greater than 2,500sqm, equating to 559.35sqm of the subject site; with a minimum dimension of 6m. Deep soil areas should support one large tree or two medium trees per 90sqm of deep soil (i.e. 6 large or 12 medium trees). The standard also states that where deep soil areas cannot be met; an equivalent canopy cover should be achieved by canopy trees or climbers with planter pits sized appropriate for mature tree soil volumes and vegetated planters green roofs or green facades.

179. The proposed development has a deep planting zone area of 345sqm and between 4.5m and 6.85m wide along the southern boundary. This is proposed to support 10 Corymbia maculatas (Spotted Gums). Council's Open Space Unit however recommends that this be replaced with a locally indigenous form of Eucaluptus Leucoxylon ssp. Connata (Melbourne Yellow Gum) to enhance the urban biodiversity values. This will be conditioned accordingly. Council's Open Space Unit has also suggested that a maintenance feasibility assessment is undertaken to ensure that a row of Eucalypts are capable of growing to heights of 15m and widths of 10m in the southern setback. This will also be conditioned.

180. While the minimum deep planting area is not met, an equivalent canopy cover is achieved across the site including the landscaped podium indicating 17 trees in addition to 6 trees within the Level 12 terrace. The specific trees species have not been nominated, however the landscape plan indicates small to medium deciduous trees such as ornamental pears are proposed to the podium terrace and on the Level 12 podium more hardy wind and sun tolerant species, such as Olive trees.

181. To ensure that the Landscape Objectives are met, greater detail is required on the landscape plan via a condition of permit, including:
    (a) Plants identified by genus and species
    (b) Number of plants
    (c) Pot sizes at planting
    (d) Tree sizes at maturity
    (e) Planter details; dimensions, proposed planting medium, irrigation and drainage

182. Street trees along Heidelberg Road and Coate Avenue will be discussed in streetscape works later within the report.

Standard D11 – Access

183. Vehicle access for the proposed development will continue to be provided via Coate Avenue, however shifted further south and slightly widened. The vehicle crossover is to be 6.4m in width, comprising approximately 12% of the Coate Avenue frontage. This comfortably achieves Standard D11, which discourages access way widths exceeding 33 per cent of the frontage. The location of vehicle access via Coate Avenue (rather than Heidelberg Road) is also consistent with Standard D11, which seeks minimise the number of access points to a road in a Road Zone. The proposed vehicle crossover will require the existing speed hump to be removed. Council's Engineering Unit has suggested a raised pavement threshold treatment be installed at the northern end of Coate Avenue. This would be conditioned accordingly.

Standard D12 – Parking location

184. Lift and stair access is provided from within the car parking areas to all levels of the development. This ensures convenient access for residents, staff and visitors in accordance with Standard D12.

185. While the car parking is provided within the building, it is not clear on the plans whether there is to be a door securing the entrance to the car parking area, there is also no details on how access to the visitor spaces is to be provided e.g. intercom. It may also be appropriate to provide a more secure area for the residential car parking spaces. This detail will be required via condition.

186. The SMP indicates in the BESS assessment that the car park will either be natural ventilated or use Carbon Monoxide monitoring to control the operation and speed of the ventilation. Given that the plans show a carpark exhaust, the latter appear to apply. The carpark exhaust is located within the podium communal terrace. Council's ESD advisor has recommended that it be relocated away from the communal terrace and is filtered to remove carpark pollutants.

187. The acoustic report submitted with the application does not cover potential noise impacts from the car park access areas. As discussed within the noise section, a revised acoustic report is required as a condition of any permit that issues to ensure that unreasonable noise impacts associated with the proposed car park access do not occur.

Standard D13 – Integrated water and stormwater management

188. A MUSIC report has been provided within the submitted SMP demonstrating best practice in stormwater management, achieves through the provision of 30,000L rainwater tank for irrigation, a 25sqm rainwater garden and a 25,000L stormwater detention system. The rainwater garden has not been shown on the plans nor has the capacity of the stormwater detention system. This will be conditioned accordingly.

Standard D14 – Building setbacks

189. The predominately island site minimises the potential impact of building setbacks on adjoining sites. Heidelberg Road, Chandler Highway and Coate Avenue provide sufficient separation to ensure that the existing and future development of these sites is not adversely affected with respect to daylight access, privacy and reasonable outlook.

190. In regard to the residential interface immediately to the south, as discussed within the offsite amenity impacts section, the proposed setbacks (subject to conditions) are adequate to minimise potential amenity impacts in relation to overlooking, overshadowing and daylight access.

Standard D15 – Internal views

191. Where upper levels are setback i.e. southern and western edges, the balconies sufficiently overlap so as not to overlook more than 50% of the level below. In regard to apartments on the same levels, there appear to be dividing screens between abutting balconies, however no details have been provided. This will be conditioned accordingly to ensure privacy between dwellings is achieved. The dwellings are all orientated to face outward. Even with the L-shape form of the building, the apartment and balconies have been designed to avoid direct overlooking opportunities within the 'elbow' of the building. The only internal overlooking opportunities occur on the podium level. As discussed previously, a condition will require fencing to be provided to a maximum 25% openings.

Standard D16 – Noise impacts

192. The proposed development is not located in proximity to noise generating areas as listed under this Standard. Notwithstanding this, an acoustic report was submitted with the application prepared by Acoustic Logic dated 13 October 2017. This identifies that traffic noise on Heidelberg Road and Grange Road (Chandler Highway) are the dominate local noise sources. The report recommends acoustic glazing and acoustic seals in some locations to mitigate road noise.

193. The analysis and recommendations have been reviewed by SLR. Also reviewed by SLR was the Chandler Highway Upgrade, Noise Mitigation Report prepared by ARUP for the Chandler Highway Upgrade works. SLR note that the predicted post-upgrade noise level increase is less than 1dB and 1.5 dB due to reflections from building proposed within the Amcor Site. SLR was satisfied that the post-upgrade noise levels would not have significant implications for the subject site.

194. While the Acoustic Logic recommends acoustic mitigation measures, the report is not clear what internal targets are being sought. SLR recommends adopting the targets within Standard 16 of 40dBA leq 16h for habitable rooms and 35 dBA leq 8h for bedrooms. Additional information is also required by SLR in order to undertake a full review of the glazing recommendations. From the information provided, SLR are concerned that some areas may exceed the recommended noise targets and suggest that minimum Rw ratings should be provided for lightweight walls exposed to noise from Heidelberg Road. A revised acoustic report will be required to include the additional information with any necessary upgrades to the plans shown accordingly.

195. The acoustic report does not consider mechanical plant, SLR recommend using SEPP N-1 zoning levels and consider only the balcony mounted units on the quiet side of the building is likely to be at risk at exceeding these EPA Standards.

196. As mentioned previously, the acoustic report also does not consider potential noise impacts caused by the communal facilities on apartments facing this area. A condition of permit will require an amended acoustic report to consider these impacts.

Standard D17 – Accessibility objective

197. This standard requires at least 50 percent of dwellings to have:
    (a) Clear opening with of at least 850mm at the entrance to the dwelling and main bedroom
    (b) Clear path with a minimum with of 1.2m connecting a dwelling entry to the main bedroom, an adaptable bathroom and living area
    (c) Main bedroom with access to an adaptable bathroom
    (d) At least one adaptable bathroom meeting Design A and B within Table D4 contained within the Standard.

198. The individual apartment layouts and clause 58 summary table prepared by the architects demonstrates that the above accessible design is achieved for a total of 108 (65%) dwellings, exceeding the Standard of 50%.

Standard D18 – Building entry and circulation

199. As assessed earlier in this report, the main residential lobby entry would be readily visible from Heidelberg Road, providing a clear sense of address accentuated by its double height. A canopy above the entrance also provides weather protected transition space. The ground level entry and lift lobbies to all levels are clear glazed to Heidelberg Road, offering passive surveillance and natural light into these spaces.

200. The commercial uses; the gym and office, have separate entrances directly into these areas, ensures that there is clear demarcation between the residential and commercial access points, consistent with the standard.

201. The ground floor lobby has a minimum width of 2.1m, with lift lobbies 2.21m wide. The balance of the corridor spaces are 1.6m wide and clear of any obstructions. This is considered to provide adequate circulation. While there are bends in the corridors (due to the curvature of the building), clear view lines would be maintained, consistent with the standard.

Standard D19 – Private open space

202. Relevantly, the standard states that a dwelling should have a balcony with an area and dimensions specified in Table D5 (below), with convenient access from a living room:

Table D5 Balcony size

Dwelling type	Minimum area	Minimum dimension
Studio or 1 bedroom dwelling	8 square metres	1.8 metres
2 bedroom dwelling	8 square metres	2 metres
3 or more bedroom dwelling	12 square metres	2.4 metres

203. The individual apartment layouts and Clause 58 development summary table confirms that all dwellings achieve the minimum areas and dimensions as required pursuant to Table D5. All balconies are also conveniently accessed from the main living areas of each dwelling.

Standard D20 – Storage

204. The standard encourages each dwelling to have convenient access to usable and secure storage space in accordance with Table D6 (below)

Table D6 Storage

Dwelling type	Total minimum storage volume	Minimum storage volume within the dwelling
Studio	8 cubic metres	5 cubic metres
1 bedroom dwelling	10 cubic metres	6 cubic metres
2 bedroom dwelling	14 cubic metres	9 cubic metres
3 or more bedroom dwelling	18 cubic metres	12 cubic metres

205. The clause 58 development summary details the internal and external storage allocation, demonstrating compliance with Table D6 above. The internal storage calculations are also confirmed within the individual dwelling layouts. External storage is provided within the car parking areas either adjacent to car spaces or stand-alone storage cages. The standard is considered to be met.

Standard D21 – Common property

206. The common property areas within the development are clearly delineated from private areas via fencing. The communal areas are functional and readily accessible from communal corridors and lift access. The proposed common property areas do not appear to create any spaces that would be difficult to maintain into the future.

Standard D22 – Site services

207. Site services appear to be adequately accommodated within the development. These are mostly located internally within the building, either within the basement or ground floor. Services that are required to be externally accessible such as the fire booster, have been minimised so not to dominate the street frontages.

208. Mail boxes are conveniently located adjacent the residential lobby areas. This is considered an appropriate location for convenient access to future residents and mail delivery services.

Standard D23 – Waste and recycling

209. A Waste Management Plan (WMP) has been prepared by WasteTech services (dated 21 December 2017) containing details on how waste is to be managed including noise and odour control.

210. Each level has two bin chutes (recycle and general waste) located near the lift core and the second stairwell toward the south-east section of the building. These transfer waste to the ground floor and basement levels. The townhouses will have a separate bin room within the basement, proximate from their garages. An area for hard waste is also provided within the basement level.

211. Waste from the office and gym will be stored within a separate waste area within the ground floor in the south-east corner, transferred from the tenancies by cleaning staff.

212. Collection of all waste and recycling will occur twice a week by a private contractor. Collections will be performed by a small rigid rear lift vehicle from within the development. Swept path diagrams submitted with the application have demonstrated that there is sufficient area for collection vehicles to enter and perform collections.

213. The WMP has been reviewed by Council's City Works Branch and deemed to be acceptable.

Standard D24 – Functional layout

Bedrooms

214. Table D7 within Standard D24 states that the main bedroom should have minimum dimensions of 3.4m x 3m with remaining bedrooms of 3m x 3m. The Clause 58 summary table and the sample apartment types demonstrate full compliance with Table D7.

Living areas

215. Table D8 within Standard D24 specifies a minimum area of 10sqm and width of 3.3m be provided for single bedroom dwellings, and for two or more bedrooms; a minimum area of 12sqm and minimum width of 3.6m. The Clause 58 summary table and the sample apartment types demonstrate full compliance with Table D7.

Standard D25 – Room depth

216. This Standard discourages single aspect rooms exceeding a room depth of 2.5m times the ceiling height. As demonstrated on elevations and sections, all levels have floor to ceiling heights of 2.7m, thus room depths should not exceed 6.75m.

217. However, the standard states that this can be increased to 9m for open plan habitable rooms, providing the kitchen is the furthest from the window and the ceiling is at least 2.7. This is met within the development, with the deepest single aspect apartments on Levels 1 and 2 meeting the aforementioned criteria.

Standard D26 – Windows

218. This standard requires all habitable room windows to have a window to an external wall of a building. This is the case for all bedrooms and main living spaces.

219. Initial concern was raised with the planning officer with respect to the daylight access to the habitable rooms within the basement levels of the townhouses. This concern was reviewed by Council's ESD advisor and Message Consulting; however both were comfortable with the arrangement given that these were secondary areas to the principal living/dining/kitchen areas at ground level. On this basis, the layout and arrangement is considered acceptable.

Standard D27 – Natural ventilation

220. This standard encourages that at least 40 per cent of dwelling provide effective cross ventilation that has:
    (a) A maximum breeze path through the dwelling of 18m
    (b) Minimum breeze path through the dwelling of 5m
    (c) Ventilation openings with approximately the same area.

221. The clause 58 development summary table suggests that 74 dwellings (43%) receive cross ventilation, which would meet the standard. However a number of individual apartment layouts appear to rely upon skylights to achieve cross ventilation. Given that skylights would only be feasible for the uppermost level, and as much of the roof space is occupied by roof top services, opportunities for skylights appear restrictive. The plans also do not show any skylights. A condition of permit is required for the proposal to clearly demonstrate that at least 40 per cent of dwellings within the development provide cross ventilation opportunities in accordance with Standard D27.

Environmentally Sustainable Design

222. In addition to previously discussed energy efficiency and integrated water and stormwater management objectives and standards of Clause 58 (Apartment Developments), Council's local policies at Clause 22.16 and Clause 22.17 also call for best practice water quality performance objectives and best practice in environmentally sustainable development from the design stage through to construction and operation.

223. The applicant submitted a Sustainable Management Plan (SMP) prepared by Wood and Grieve Engineers (dated 7 February 2018). The SMP proposes to implement the following initiatives into the development:
    (a) Average 6 Star NatHERS thermal energy ratings for dwellings.
    (b) Gym and retail areas to be 20% improvement on NCC energy efficiency standards
    (c) A 10 kW solar PV array to contribute to onsite electricity consumption.
    (d) A MUSIC model demonstrating best practice
    (e) 30,000 litres of rainwater storage for landscape irrigation
    (f) 25m2 raingarden
    (g) 25,000 litres of stormwater detention
    (h) Energy efficient hot water, heating/cooling and lighting
    (i) Water efficient fixtures and taps.

224. Council ESD advisor has reviewed the SMP are was satisfied that it largely meets Council's Environmentally Sustainable Design standards, however further amendments are requested to address the following
    (a) Relocation of the carpark exhaust away from the common area garden and filtered to remove carpark pollutants.
    (b) Ensure that all habitable rooms have an operable window to facilitate natural ventilation.
    (c) Increase bicycle provision (as will be discussed in the bicycle provision)
    (d) Demonstrate that cooling loads are achieved (as discussed within the Clause 58 assessment)
    (e) Location of the raingarden and size of the detention tank (as discussed within the Clause 58 assessment.

225. Wood & Grieve Engineers have advised on behalf of the applicant that the car park exhaust cannot be feasibly and safely relocated within the development. Wood & Grieve have confirmed that the current location would comply with the BCA and Australian Standards AS 1668.2 in regard to the distance from dwelling openings and adjoining properties. Wood & Grieve have also advised that the exhaust is discharged vertically at a high velocity so it is not expected to impact upon the common areas. On this basis, the carpark exhaust will not be required to be relocated. The remaining matters can be addressed via condition on any permit that issues.

226. Council's ESD advisor also suggested filtering of the car park exhaust, Wood & Grieve also do not recommend this as a filtration system would be spatially intensive, costly and energy intensive. Filtration systems also require regular maintenance to be effective, which would be burdensome on the future owners corporation and if not properly maintained would reduce airflow performance in the car park ventilation system. Given that the current unfiltered system is compliant with the BCA and Australian Standards, it is not considered necessary to require a filtration system to be introduced.

227. Additionally, a number of ESD improvement opportunities have been suggested by Council's ESD advisor to be considered. Of these, the permit applicant has agreed to include preparation of an Environmental Management Plan by the building contractor to monitor and control activities undertaken during construction. The remaining suggestions were not considered feasible for the project. A condition will include the Environmental Management Plan commitment, however given that the proposal would meet Council's Environmental Sustainable Design Standards (subject to the aforementioned conditions), the above suggestions are not considered necessary.

Car & Bicycle parking and Traffic Generation

Car Parking provision

228. As outlined in the Particular Provisions section earlier in this report, the proposal is seeking a statutory car parking reduction of 14 car spaces. The Transport Impact Assessment submitted with application prepared by GTA (dated 31 January 2018) proposes to provide all of the statutory residential car spaces, 22 of the statutory 34 car spaces for office employees (shortfall of 12 spaces) and one employee space for the gym. The remaining 36 spaces are to be shared between all visitors to the site.

229. As identified in the summary of clause 52.06 in the particular provisions section, there is no rate for a gym, with this to be to Council's satisfaction. GTA have adopted the NSW Road & Maritime Services' Guide to Traffic Generating Developments, which specified a parking rate of 4.5 spaces per 100sqm of GFA. Applying this rate would equate to 12 spaces. Council's Engineers considered this rate to be slightly high given some of the patronage for the gym is likely to be drawn from the offices and residence within the development.

230. In regard to residential visitors, while the statutory requirement is for 34 spaces, a lower rate of 0.12 spaces per dwelling is typically observed for apartment dwellings in the evening and weekends and 0.07 spaces per dwelling during the weekdays. This would result in a demand for 21 spaces in the evening and on weekends and 12 during the weekdays.

231. The visitor demand for office is estimated at 10% of the total office parking demand i.e. 3 spaces.

232. Council's Engineering Services Unit has reviewed the anticipated car parking demand and has raised no objection to the car parking reduction. While there may be some overflow visitor parking generated during peak weekday evenings, regular turnover would be supported by the existing 2P within the Coate Avenue. Given that the majority of dwellings have off-street parking, it is not anticipated that the potential overflow will unreasonably impact the current parking needs of the residents. It further noted that future owners, occupiers and staff will not be eligible for staff, resident or visitor parking permits.

233. To ensure that the allocation of parking is provided as described, a Car Parking Management Plan will be requested as a condition of permit. This will also require visitor parking to be provided free of charge and appropriately time restricted.

Car Parking Design

234. The car park layout and design has been reviewed by Council's Engineering Services Unit who is generally comfortable subject to the following additional plan details included as permit conditions:
    (a) Dimension of the head room clearance at the entrance and critical points along the internal ramps, to achieve a minimum 2.1m throughout car parks and 2.5m above accessible spaces
    (b) Column depths and setbacks to be dimensioned on the drawings and satisfy Diagram 1 Clearance to car parking spaces at clause 52.06-9
    (c) Each ramp grade length and transition to be dimensioned
    (d) Ensure that the proposed building canopy along Chandler Highway does not obstruct a driver's sight lines of the traffic signal lanterns at the Heidelberg Rd/Chandler Highway intersection.

Bicycle parking provision and design

235. As outlined in the planning controls section earlier in this report, pursuant to Clause 52.34-3, the proposed application requires a minimum of 40 resident/ bicycle spaces to be provided. The proposal exceeds the requirements, providing 146 spaces across the basements and ground floor. Council's Strategic Transport Unit in their referral have overestimated the bicycle requirements based upon an over calculation of the office area, basing this on the GFA rather than NLA. Notwithstanding this, the overall recommendations from the Strategic Transport Unit are still considered appropriate.

236. Council's Strategic Transport Unit has suggested that a minimum of two shower/change room should be provided. Given that it is likely that office or gym employees will be commuting by bike, it is considered reasonable to provide end of trip facilities that can be used by both tenancies. This will be conditioned accordingly.

237. Councils ESD advisor has recommended that this be increased to 175 resident spaces, 13 staff spaces plus visitor bike parking spaces. Council's Strategic Transport Department recommend a similar increase; however only suggest one space per dwelling (i.e. 172 spaces). Given that the latter reflects best practice, it is considered acceptable for the development to provide one space per dwelling.

238. Council's Strategic Transport Unit has reviewed the location and design of the bicycle spaces and is not satisfied that the bicycle parking provision is suiting the needs for either visitors or employees. The spaces were not considered acceptable for visitors given that the spaces are not quick and easy to access and they are scattered in various places with steep ramps (1:4) in between making it difficult for some cyclists to navigate safely. Visitor spaces should also be designed as horizontal bike rails.

239. Given the above concerns, Council's Strategic Transport Unit recommends allocating three spaces along the Heidelberg Road frontage with the remaining visitor spaces in a single location on the ground floor.

240. In regard to employee/resident spaces, Council's Strategic Transport Unit considers that these should be located separately to visitor spaces within a secure facility. It has been recommended that employee resident bicycle parking be contained in a maximum of two secure facilities, within close proximity to the lift-shaft. It is also required that a minimum with a minimum of 20% horizontal spaces, with all walkways and bicycle parking spaces must comply with Australian Standard AS2890.3.

241. These matters will be addressed via conditions accordingly.

Traffic Generation

242. GTA in their traffic report anticipates the following traffic generation rates:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Residential (172 dwellings)	0.35 trips per dwelling in each peak hour Based on approved Development Plan for AMCOR	60	60
Office 982 m^2	2.0 trips per 100 m^2 in each peak hour. Based on approved Development Plan for AMCOR	20	20
Gymnasium 280 m^2	3.0 trips per 100 m^2 in each peak hour. Based on NSW RMS Guidelines	8	8
	Total	**88**	**88**

243. The distribution of traffic is expected as follows:

Direction	Proportion	Arterial Route
North	10%	Grange Road
South	10%	Chandler Highway
East	30%	Heidelberg Road
West	50%	Heidelberg Road

244. Council's Engineering Services Unit considered the GTA assumptions to be reasonable.

245. A SIDRA modelling analysis has also been undertaken by GTA to assess the capacity of the intersection of Heidelberg Road/Coate Avenue. The results of the modelling identified the right hand turn movement from Coate Avenue into Heidelberg Road in the PM peak hour. GTA attributes this exceedance to the inability of the SIDRA modelling to detect gaps in stationary traffic. GTA's on-site observations of traffic conditions observed a capacity of two cars to be stored within the right turn slot in the Heidelberg Road median. In light of these observations, Council's Engineering Services Unit was satisfied that traffic should be able to exit Coate Avenue satisfactorily without long delays.

Green Travel Plan

246. Council's Strategic Transport Unit has identified that a Green Travel Plan should be provided given the scale of the development pursuant to Council's ESD Policy at Clause 22.17-4. The Green Travel Plan would assist in reducing the demand for car parking and traffic generation by encouraging other modes of transport. Council's Strategic Transport Unit have suggested incorporating the following information:

    (a) a description of the location in the context of alternative modes of transport;
    (b) employee welcome packs (e.g. provision of Myki/transport ticketing);
    (c) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
    (d) a designated 'manager' or 'champion' responsible for coordination and implementation;
    (e) details of bicycle parking and bicycle routes;
    (f) details of GTP funding and management responsibilities;
    (g) the types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e. hanging or floor mounted spaces);
    (h) security arrangements to access the employee bicycle storage spaces; and
    (i) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
    (j) Provisions for the Green Travel Plan to be updated not less than every 5 years.

247. The requirement for a green travel plan in accordance with the above will be included as a condition of any permit that issues, with the exception for the report to be updated every 5 years. Given that this document would be endorsed and form part of the planning permit, it is considered unreasonably burdensome to require the report to be updated periodically.

Streetscape works

248. The landscape plans submitted depict three new street trees along Coate Avenue adjacent to the subject site. While it is not clear on the plans whether the two existing street trees are to be removed, Council's Open Space Unit suggest that they are replaced given they are small and do not offer much shade. It is requested that a Melia azedarach (White Cedar low fruiting variety) is planted, which would also allow maximum sunlight penetration in cooler months. Council's Open space Unit have also requested whether the applicant would be willing to concurrently replace the four street trees on the western side as well. The permit applicant have agreed to contribute of $4,090 (excl. GST) as quoted by Council's Open Space team for the cost of the supply, installation and establish maintenance for the tree planting along both sides of Coate Avenue. This will be reflected in a condition if a permit is to issue.

249. It is unclear on the landscape plan whether works are proposed along the Heidelberg Road streetscape, other than for a note that 'verge and pavements to City of Darebin standards. This needs to be amended to reference City of Yarra's Standards. Council's Open Space Unit has advised that the two street trees along Heidelberg Road would need to be retained and protected during construction works. A condition will be included on any permit issued requiring a Tree Management Plan outlining tree protection measures during and post construction.

250. Council's Strategic Transport Unit has identified that the existing bus shelter along Heidelberg Road adjacent the front boundary is obstructing the footpath and has resulted in a 'goat track' across the nature strip as illustrated in the image below.



251. It has been suggested by the Strategic Transport Unit that it would be preferable if the bus shelter be removed given that the proposed building canopy would provide weather protection. This has been discussed with Transport for Victoria (formally PTV) who has advised that they would be willing to entertain the relocation of the bus shelter (at the permit holder's cost), subject to an approved redesign demonstrating DDA compliant seating and bus stop infrastructure. A condition will be included to further investigate redesign of the bus stop in consultation with and approval of Transport for Victoria and the Responsible Authority.

252. As mentioned previously, the location of the vehicle access requires the existing speed hump to be removed. A raised pavement threshold at the northern end of Coate Avenue is suggested as an alternative traffic calming measure. This will be included as works at the cost of the permit holder as a condition of permit.

253. Reconstruction of the footpath, kerb and channel along the site's street frontages has been requested by Council's Engineering Services Unit, in addition to profiling and re-sheeting half the width road pavement of Coate Avenue outside the site's frontage. This is to address damage that occurs during the course of the development. This will be managed via Council's Standard conditions relating to the repair f Council's assets.

254. Council's Engineering Services Unit has suggested that the existing electrical pole and street light on the west side of Coate Avenue would need to be replaced to eliminate light spill into the new dwellings at the cost of the permit holder. To address this concern, a condition will be added to any permit issued that existing street lights must be baffled to prevent unreasonable light spill to the future dwellings.

Objector Concerns

255. The following objector issues have been addressed in the report within the paragraphs described:
    (a) Excessive height and setbacks (Paragraphs 131 to 137);
    (b) Design incongruous with existing character(Paragraphs 123 to 140);
    (c) Amenity impacts (overshadowing, overlooking and visual bulk) (Paragraphs 144 to 156);
    (d) Dominance of residential use within a commercial zone (Paragraphs116 to 122);
    (e) Poor internal amenity and inconsistencies with clause 58 (Apartment Guidelines) (Paragraphs 157 to 221);
    (f) Insufficient ESD standards (Paragraphs 222 to 227);
    (g) Insufficient car parking (Paragraphs 228 to 237)
    (h) Traffic impacts (Paragraphs x to x); and
    (i) Insufficient landscaping opportunities (Paragraphs x to x)

256. Matters not dealt with in the report are discussed below:

No provision for affordable housing

(a) There is no requirement in the Yarra Planning Scheme to provide affordable housing within proposed developments. However, the proposed development includes a mix of one, two and three bedroom dwellings in a range of sizes. The increased supply of apartments would be expected to assist in the affordability and availability of housing within Alphington.

Insufficient infrastructure capacity to support the development (e.g. public transport schools, medical centres etc.

(b) As outlined in paragraphs 107 to 115, it is encouraged at both State and local levels to provide increased housing around existing infrastructure. Furthermore, the delivery of the future Amcor site will increase the facilities available to the local community. As such, this is not considered a ground for limiting or refusing the proposed development

Conclusion

257. The proposed development is considered to demonstrate a high level of compliance with policy objectives contained within the State and Local Planning Policy Framework. Notably, the proposal achieves the State policies' urban consolidation objectives and Council's preference to direct housing within commercial areas.

258. The proposal, subject to conditions outlined in the recommendation below, is an acceptable planning outcome that demonstrates compliance with the relevant Council policies. Based on the above report, the proposal complies with the relevant Planning Scheme provisions and planning policy and is therefore supported.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN17/0858 for Development of the land for the construction of a multi-storey building, use of the land for dwellings and an indoor recreational facility (gym), reduction in the statutory car parking requirement.at 582 Heidelberg Road, Alphington, generally in accordance with the plans noted previously as the "decision plans" and subject to the following conditions:

1. Before the use and development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the decision plans but modified to show:

Design

(a) The following amendments as reflected within the sketch plans dated 4 June 2018:
   (i) Increased setbacks at Level 8 and 9 to 11.75m from the southern boundary and 6.16m from the western boundary (excluding balconies);
   (ii) Increased setback at Level 10 to 17.63m from the southern boundary and 9.32m from the western boundary(excluding balconies);
   (iii) Increased setback at Level 11 and 12 to 17.63m from the southern boundary and 17.1m to 20.31m from the western boundary(excluding balconies);
   (iv) Relocated on the communal terrace from Level 12 to Level 11 within the western setback with a minimum area of 230.23sqm
(b) Title boundaries clearly depicted on the basement floor plans

(c) Detailed street level elevations at a scale of 1:50 depicting ground level treatment to Heidelberg Road and Chandler Highway, including:
  (i) Glazing to the full width of the bicycle storage area to Heidelberg Road;
  (ii) High quality material treatment to the emergency exit doors, fire booster cabinet and the remaining portion of the ground floor elevation to Heidelberg Road between the residential lobby entrance and Coate Avenue;
(d) Updated material schedule to include greater detail of the material and treatment of the balcony undersides to avoid a build-up of dirt;
(e) Openings to the south facing screen adjacent to the carpark to a minimum of 50% at ground level to allow clear views of the deep soil planting area from the carpark;
(f) Provision of boundary fencing to the east and west ends of the deep soil planting area;

General

(g) Door between the common corridor and the Level 11 terrace to be clear glazed
(h) Provision and details of privacy fencing to the dwellings within the Level 3 podium;
(i) Details of privacy screens to abutting balconies within the development;

ESD

(j) Demonstrate through individual apartment layouts that a minimum 40% of dwellings will achieve cross ventilation in accordance with Standard D27
(k) Any skylights proposed for cross ventilation to be shown on the roof plan and indicated as operable;
(l) Notation confirming all habitable room windows are fitted with an operable window;

Bike and car parking

(m) Dimension of the head room clearance at the entrance and critical points along the internal ramps, to achieve a minimum 2.1m throughout car parks and 2.5m above accessible spaces.
(n) Location and detail of vehicle access door (if proposed) to the car park and associated intercom for visitor access and/or details to secure residential/staff parking areas;
(o) Column depths and setbacks to be dimensioned on the drawings in accordance with Diagram 1 Clearance to car parking spaces at clause 52.06-9;
(p) Each ramp grade length and transition to be dimensioned;
(q) Demonstrate that the proposed building canopy along Chandler Highway will not obstruct a driver's sight lines of the traffic signal lanterns at the Heidelberg Rd/Chandler Highway intersection.
(r) Visitor bicycle parking:
  (i) Provided within a single easily accessible location within the ground floor
  (ii) Appropriately sign posted with details of directional signage to be shown
  (iii) Comprising horizontal rails
(s) Resident/employee bicycle facilities resigned to:
  (i) Within a secure location, within close proximity to the lift shaft
  (ii) Minimum of 20% horizontal spaces
  (iii) All walkways and bicycle parking spaces to comply with Australian Standard AS2890.3
(t) End of trip facilities comprising a minimum two showers and two change rooms, readily accessible for the gym and office tenancies.

Reports

(u) Any amendments as required by the endorsed Landscaping Plan pursuant to Condition 14;
(v) Any amendments as required by the endorsed Sustainable Management Plan pursuant to Condition 16 including:
  (i) Location and size of the rainwater garden

(ii) Capacity of the stormwater detention tank;

(w) Any amendments as required by the endorsed Acoustic Report pursuant to condition 18;

(x) Any amendments as required by the Wind Tunnel Study pursuant to Condition 21; including the relocation of the entrances to the commercial tenancies away from the intersection of Heidelberg Road and Chandler Highway

Ongoing architect involvement

2. As part of the ongoing consultant team, DKO Architecture or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

(a) oversee design and construction of the development; and

(b) Ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

General

3. The development and uses 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.

4. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

5. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

6. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

7. Before the buildings are occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

Use Conditions

8. Except with the prior written consent of the Responsible Authority, the gym authorised by this permit may only operate between the hours of 6am and 9pm.

9. Except with the prior written consent of the Responsible Authority, no more than four (4) staff are permitted on the land at any one time.

10. Except with the prior written consent of the Responsible Authority, no more than 15 patrons are permitted within the gym at any one time.

11. The use and development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

12. The use and development must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).

General Amenity

13. The amenity of the area must not be detrimentally affected by the use or development, 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.

Landscaping Plan

14. 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 Urbis and dated 11 October 2017, but modified to include (or show):

    (a) Clearly show any existing vegetation to be removed and/or retained;
    (b) Trees proposed within the southern setback to be Eucalyptus Leucoxylon ssp. Connata (Melbourne Yellow Gum) or similar to the satisfaction of the responsible authority
    (c) A maintenance feasibility assessment of the trees within the southern setback to demonstrate their capacity to grow to heights of a minimum of 15m and spread o 10m;
    (d) A plant schedule including the following:
        (i) Plants identified by genus and species
        (ii) Number of plants
        (iii) Pot sizes at planting
        (iv) Tree sizes at maturity
    (e) Planter details dimensions, proposed planting medium, Irrigation and drainage
    (f) Notation referencing to 'City of Darebin' standards replaced with a reference to 'City of Yarra' standards.
    (g) Two existing street trees along the eastern side of Coate Avenue adjacent to the site frontage removed and replaced with three Melia Azedarach (white Cedar low fruiting variety);
    (h) Retention of the existing street trees along the Heidelberg Road frontage.

15. Before the new 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 at the cost of the permit holder and 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.

Sustainable Management Plan

16. 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 Wood & Grieve Engineers and dated 12 October 2017, but modified to include or show:
    (a) Additional sample NatHERS cooling load ratings for dwelling types 1E, 3H and 3D
    (b) Demonstrate a maximum cooling load of 21 Mj/m^2 for all apartments
    (c) Requirement for an Environmental management Plan to be developed by the building contractor to monitor and control activities during construction.

17. The provisions, recommendations and requirements of the endorsed Sustainable Design Assessment must be implemented and complied with to the satisfaction of the Responsible Authority.

Acoustic Report

18. Before the development commences, an amendment 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 be generally in accordance with the Acoustic Report prepared by Acoustic Logic dated 13 October 2017, but modified to include:
    (a) Consideration of potential noise impacts from the vehicle entrance door (if proposed);
    (b) Consideration of potential noise and reverberation impacts from the gym to the office;
    (c) Consideration of the potential noise impacts generated by the Level 3 podium and Level 11 roof terrace on the adjacent residential dwellings;
    (d) Daytime targets of 40dBA Leq to be met for habitable rooms and 35dBA Leq in bedrooms at night.
    (e) Minimum Rw rating for lightweight external walls exposed to high levels of road traffic;
    (f) Consideration of mechanical plant equipment and the ability to meet SEPP N-1 requirements

19. 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

20. The provisions, recommendations and requirements of the endorsed Waste Management Plan generally in accordance with the Waste Management Report prepared by WasteTech Services dated 10 October 2017 must be implemented and complied with to the satisfaction of the Responsible Authority.

Wind Tunnel Study

21. Before the development commences, a Wind Tunnel Study to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Wind Tunnel Study will be endorsed and will form part of this permit. The Wind Tunnel Study is to test the assumptions for the wind climate conditions as covered within the desk top Environmental Wind assessment prepared by MEL Consultants dated 13 October 2017.

22. The provisions, recommendations and requirements of the endorsed Wind Tunnel Study must be implemented and complied with to the satisfaction of the Responsible Authority.

Lighting Plan Design

23. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating pedestrian walkways and dwelling entrances must be provided. Lighting must be:
    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity,

    to the satisfaction of the Responsible Authority.

Car parking

24. Before the buildings are occupied, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:
    (a) the number and location of car parking spaces allocated to each use including:

(i) Residential car parking provided in accordance with clause 52.06 (i.e. one space per 1 & 2 bedroom dwellings and two spaces for 3 or more bedroom dwellings)

(ii) A minimum of 22 spaces allocated to office employees

(iii) A minimum of 1 space allocated to the gym;

(iv) Provision for 36 visitor spaces

(b) any tandem parking spaces allocated to a single tenancy;

(c) details of any car share spaces (if proposed)

(d) the management of visitor car parking spaces and security arrangements for occupants of the development, including details on how visitors are to access car parking;

(e) Visitor parking to be provided free of charge to visitors;

(f) details of way-finding, cleaning and security of end of trip bicycle facilities;

(g) the number and allocation of storage spaces;

(h) policing arrangements and formal agreements;

(i) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;

(j) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by Condition 20; and

(k) details regarding the management of loading and unloading of goods and materials.

25. The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

26. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:

(a) constructed and available for use in accordance with the endorsed plans;

(b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;

(c) treated with an all-weather seal or some other durable surface; and

(d) line-marked or provided with some adequate means of showing the car parking spaces;

to the satisfaction of the Responsible Authority.

27. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the Responsible Authority.

Green Travel Plan

28. Before the use commences, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by GTA Consultants and dated 25 September 2017, but modified to include or show:

(a) a description of the location in the context of alternative modes of transport;

(b) employee welcome packs (e.g. provision of Myki/transport ticketing);

(c) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
(d) a designated 'manager' or 'champion' responsible for coordination and implementation;
(e) details of bicycle parking and bicycle routes;
(f) details of GTP funding and management responsibilities;
(g) the types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e. hanging or floor mounted spaces);
(h) security arrangements to access the employee bicycle storage spaces; and
(i) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;

29. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Bicycle rails

30. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, three bike rails must be installed along the Heidelberg Road frontage:

(a) at the permit holder's cost; and
(b) in a location and manner,

to the satisfaction of the Responsible Authority.

Street Trees

31. 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 two existing street trees adjacent Heidelberg Road frontage:
    (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.

32. The provisions, recommendations and requirements of the endorsed Tree Management Plan must be complied with and implemented to the satisfaction of the Responsible Authority.

33. Before the development commences, the permit holder must make a one off contribution of $4,090 to the Responsible Authority to be used for replacement/new street tree plantings within Coate Avenue that are required as a result of the development.

Public realm and Infrastructure

34. Within three months of commencement of the development, the owner of the site must submit detailed engineering documentation to the satisfaction of the Responsible Authority and approved by the Responsible Authority and at the full cost of the owner showing the following:
(a) Removal of the existing speed hump;
(b) Proposed raised pavement threshold treatment at the northern end of Coate Avenue

Timing of works

35. Before the building is occupied, all works required by condition 34 must be fully constructed and completed at the full cost of the owner to the satisfaction of the Responsible Authority.

Damage to Council Infrastructure

36. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

Road and Footpath Damage

37. 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 abutting 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.

Vehicle Crossovers

38. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:

    (a) in accordance with any requirements or conditions imposed by Council;
    (b) at the permit holder's cost; and
    (c) to the satisfaction of the Responsible Authority.

39. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

Bus Stop redesign

40. Before the commencement of the development, or by such later date as approved in writing by the Responsible Authority, detailed design of the Heidelberg Road bus stop adjacent to the site's frontage must be submitted to and approved by Transport for Victoria (PTV) and the Responsible Authority. The redesigned bus stop must include the following (as relevant):
    (a) Removal/relocation of the existing shelter
    (b) Seating
    (c) Bus stop signage
    (d) Provision for a continuous footpath along Heidelberg Road
    (e) Compliant with requirements of the Disability Discrimination Act 1992 (DDA)

41. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the redesigned bus stop as approved by Condition 40 must be completed at the full cost of the permit holder to the satisfaction of the Responsible Authority and Transport for Victoria (PTV).

PTV Conditions (42 and 43)

42. The permit holder must take all reasonable steps to ensure that disruption to bus operations along Heidelberg Road and Chandler Highway are kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria eight (8) weeks prior by telephoning 1800 800 007 or emailing customerservice@ptv.gov.au

43. The existing bus stop and associated infrastructure on Heidelberg Road, must not be altered without the prior consent of Public Transport Victoria. Any alterations including temporary works or damage during construction must be rectified to the satisfaction of Public Transport Victoria and at the cost of the permit holder.

Lighting

44. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating accesses to the car park, dwelling entrances and the residential lobby must be provided within the property boundary. Lighting must be:
    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity,

    to the satisfaction of the Responsible Authority.

45. Before the building is occupied, existing street lights must be baffled to the satisfaction of the Responsible Authority to prevent light spill into the proposed dwellings

Graffiti Proof

46. Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

Construction Management Plan

47. 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. 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:

(q) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
(r) 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;
(s) vehicle borne material must not accumulate on the roads abutting the land;
(t) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
(u) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

48. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

49. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

(a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Time Expiry

50. This permit will expire if:

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

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

Notes:

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

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

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

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

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

CONTACT OFFICER: **Amy Hodgen**
TITLE: **Coordinator Statutory Planning**
TEL: **9205 5330**

Attachments
1 Decision Plans
2 Sketch plans
3 Landscape Plans
4 Transport for Victoria (formally PTV) Referral Comments
5 Urban Design Peer Review (Message Consultants)
6 Open Space Unit Referral Comments
7 Environmental Sustainable Development Officer Referral Comments
8 Engineering Services Unit Referral Comments
9 Strategic Transport Referral Comments
10 City Works Unit Referral Comments
11 Wind Consultant peer review (Vipac)
12 Acoustic Consultant Peer Review (SLR Consulting)

582 Heidelberg Road

Town Planning Submission - Issue A

20/12/2017



Drawing No.	Description
TP000	Title Page
TP100	Greater Context
TP101	Existing Conditions
TP102	Design Response
TP103	Design Response
TP104	Demolition Plan
TP200	Basement 2 Plan
TP201	Basement 1 Plan
TP202	Ground Floor Plan
TP203	Mezzanine Plan
TP204	Level 1 Plan
TP205	Level 2 Plan
TP206	Level 3 Plan
TP207	Typical Level 4-9 Plan
TP208	Level 10 Plan
TP209	Level 11 Plan
TP210	Level 12 Plan
TP211	Roof Plan
TP212	Typical Apartment Layouts: 1 Bed
TP213	Typical Apartment Layouts: 2 Bed
TP214	Typical Apartment Layouts: 2 Bed
TP215	Typical Apartment Layouts: 3 Bed
TP300	Elevations - North
TP301	Elevations - East
TP302	Elevations - South
TP303	Elevations - West
TP304	Section A
TP305	Section B
TP400	Shadows - 22nd Sep/9am
TP401	Shadows - 22nd Sep/10am
TP402	Shadows - 22nd Sep/11am
TP403	Shadows - 22nd Sep/12pm
TP404	Shadows - 22nd Sep/1pm
TP405	Shadows - 22nd Sep/2pm
TP406	Shadows - 22nd Sep/3pm
TP407	Artist's Impression
TP408	Artist's Impression
TP409	BADS Checklist
TP410	Development Schedule
TP411	Artist's Impression - SE View
TP412	Shadows - 21st Jun
TP413	Shadows - 21st Jun
TP414	Shadows - 21st Dec
TP415	Shadows - 21st Dec

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Rev.	Date	By	Chd	Description
A	20/12/2017	DT	TC	Town Planning Submission

Client Details
Client Name of Client/ TBC/Tbc
Address Details

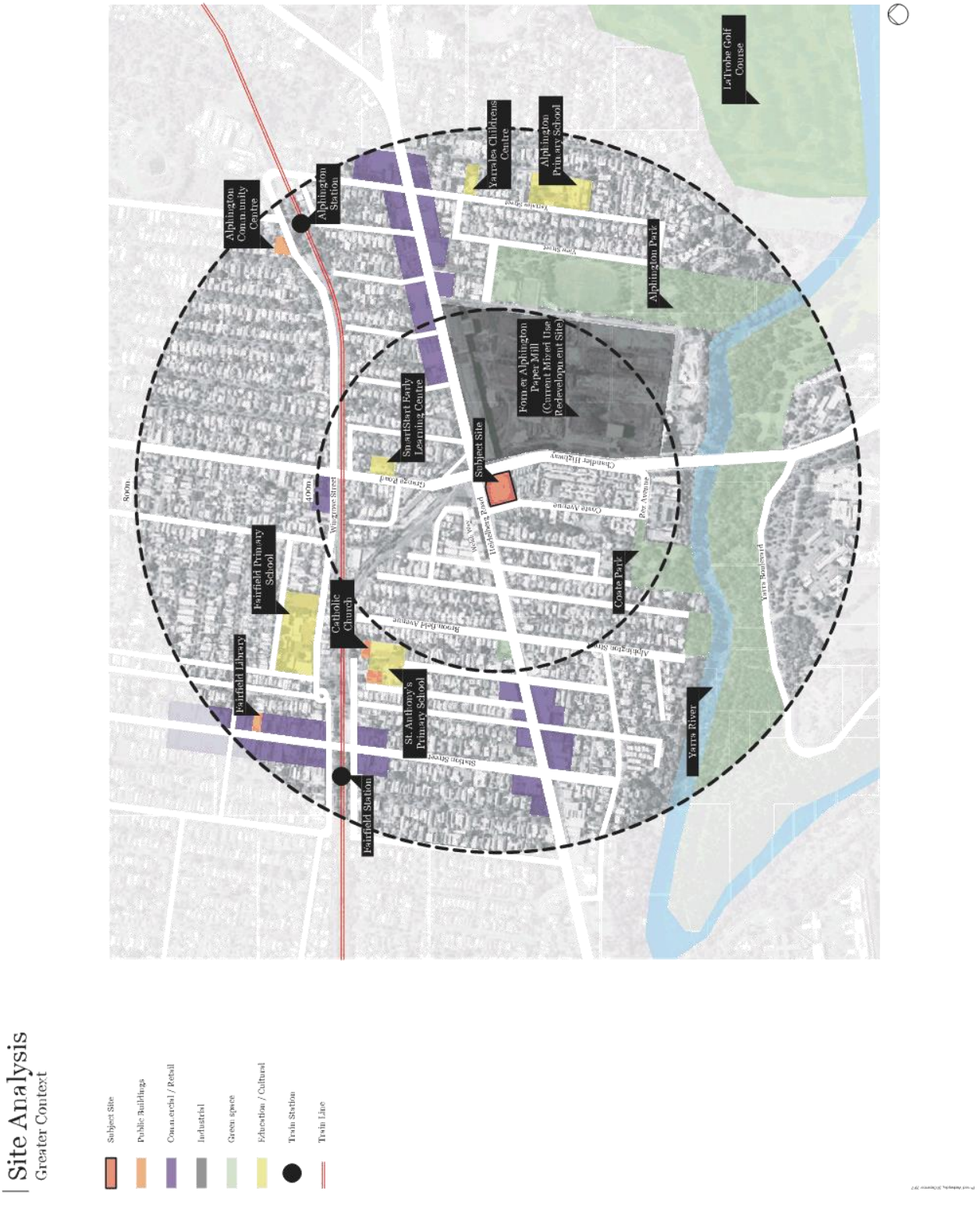
DKO

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Project Name	CCC Title
Project Num. Ext.	1234A
Project Address	582 Heidelberg Road, Alphington, VIC 3078
Drawn By	AK
Checked By	DT
Date	20/12/2017
Scale	@A3
Drawing Series	Cover Pages
Drawing Num. #	TP# Page
Drawing Number	TP000
Revision	A

Yarra City Council – Internal Development Approvals Committee Agenda – Wednesday 13 June 2018

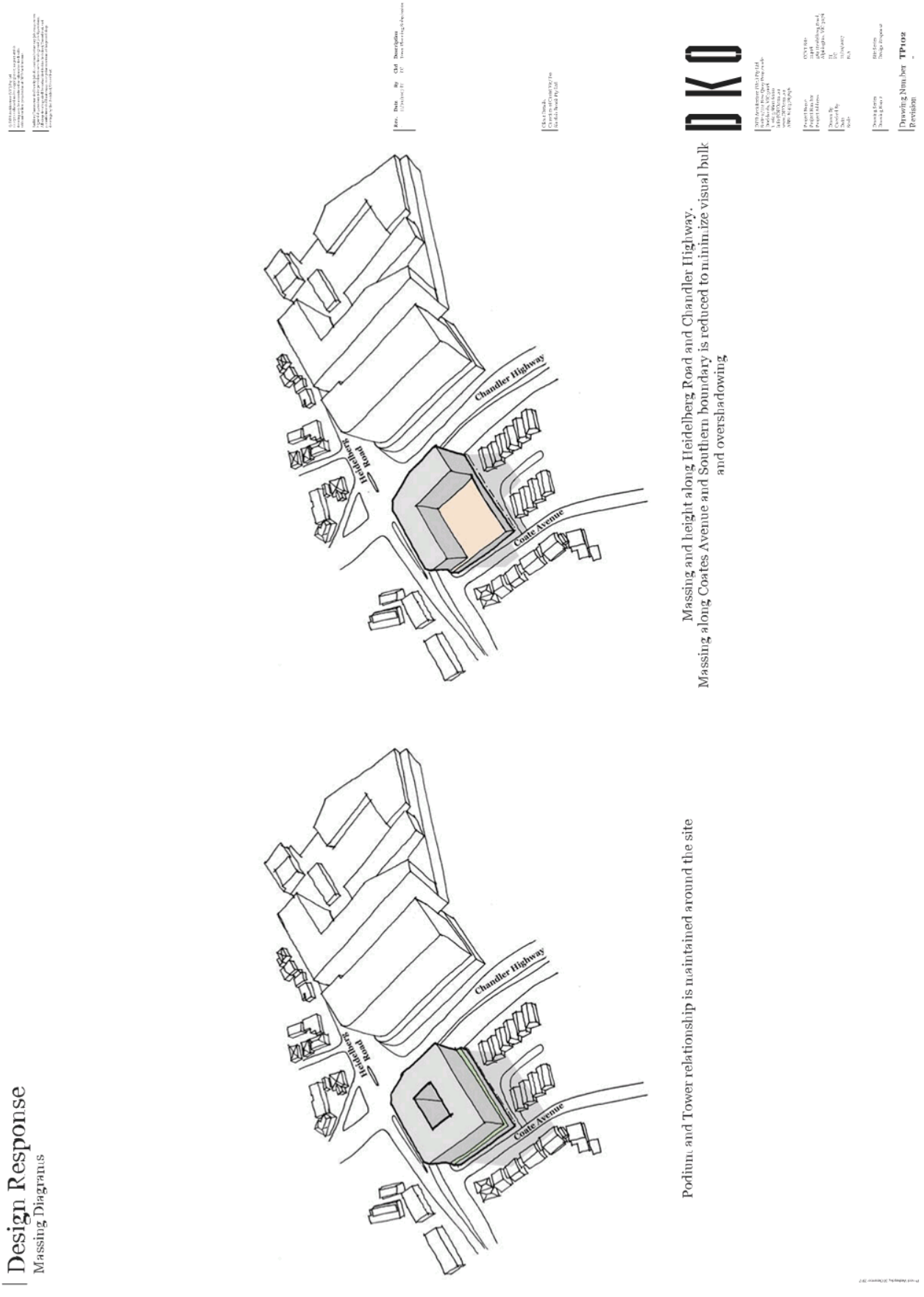
Attachment 1 - Decision Plans



Attachment 1 - Decision Plans

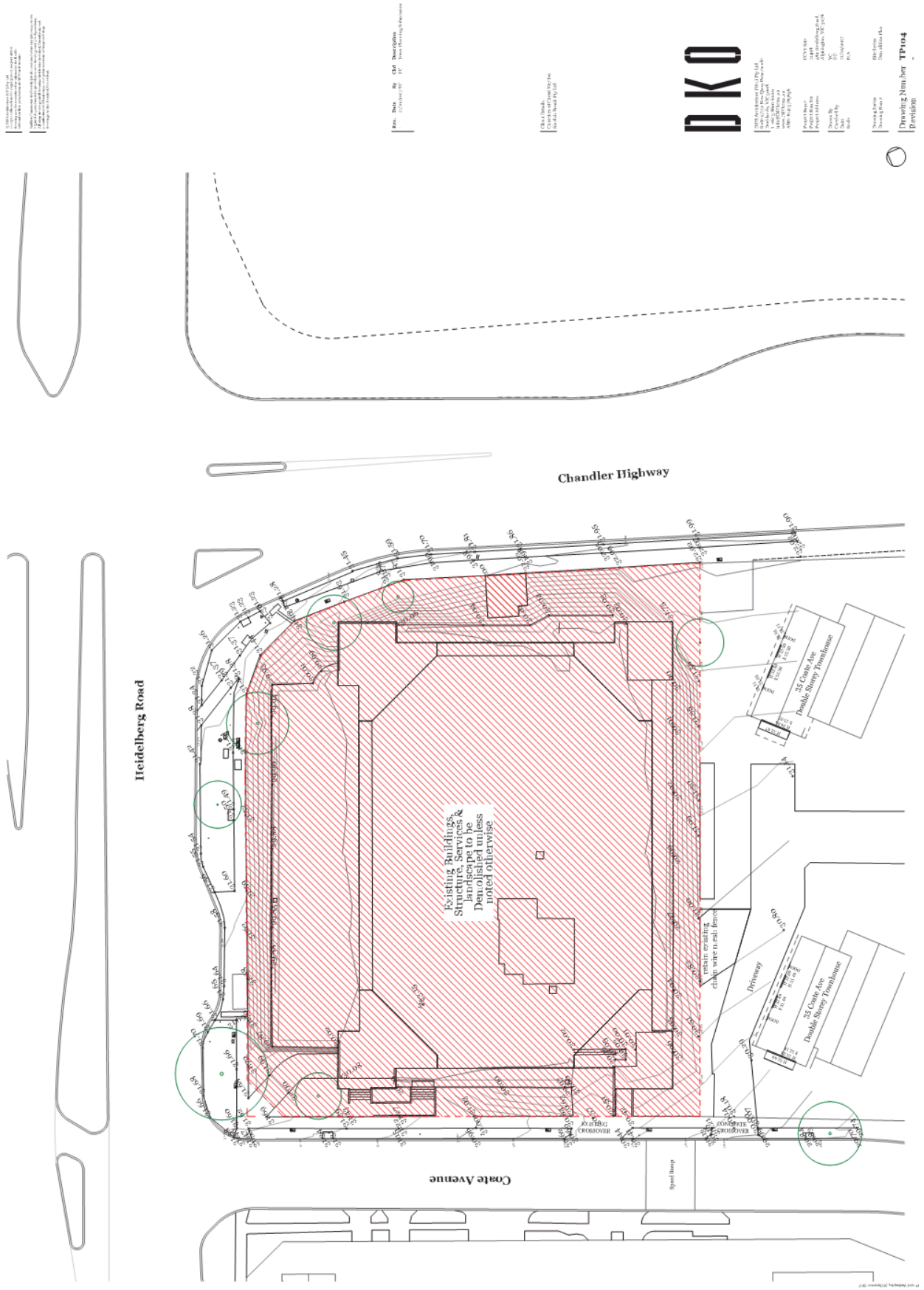


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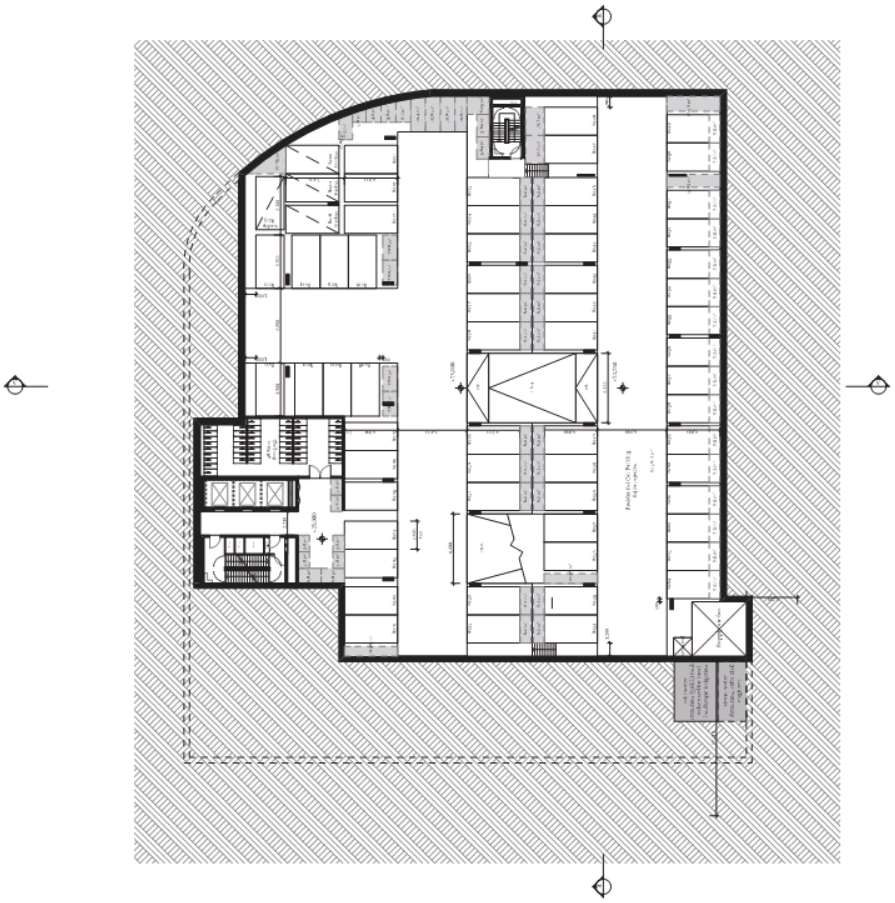


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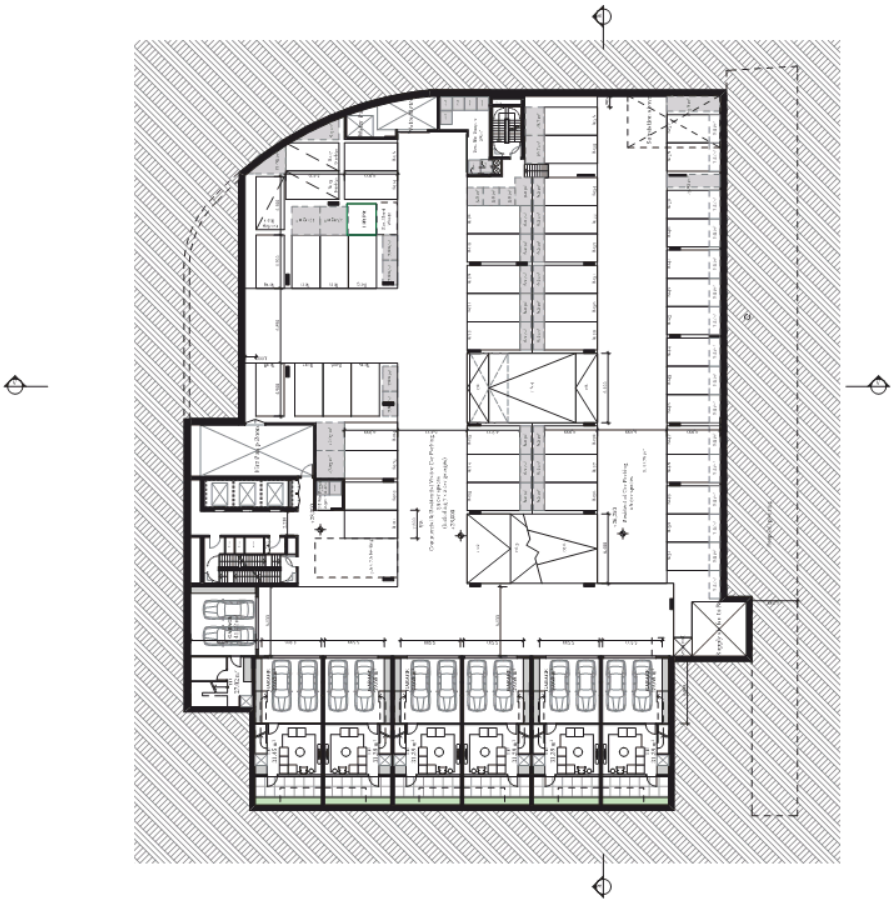
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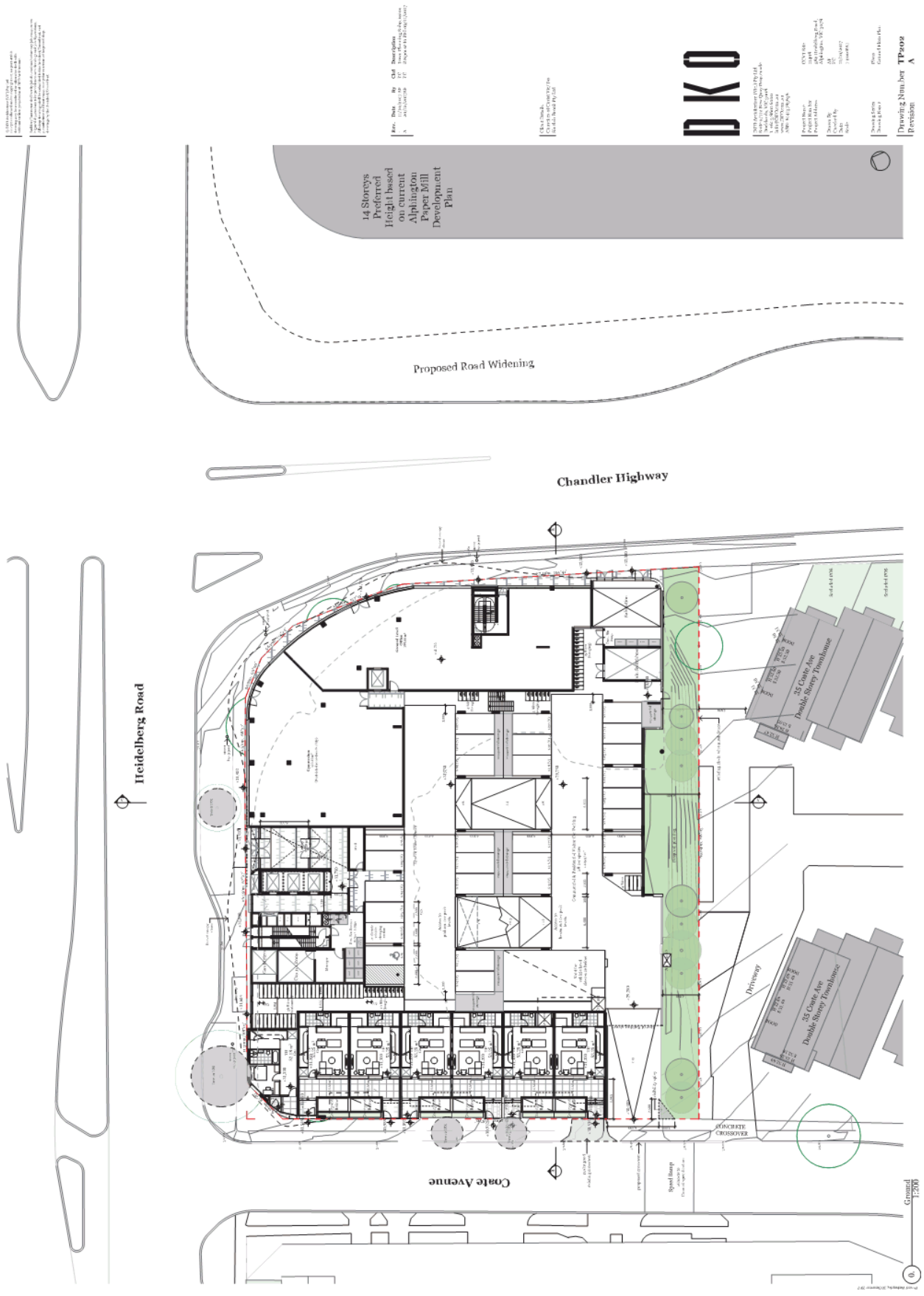


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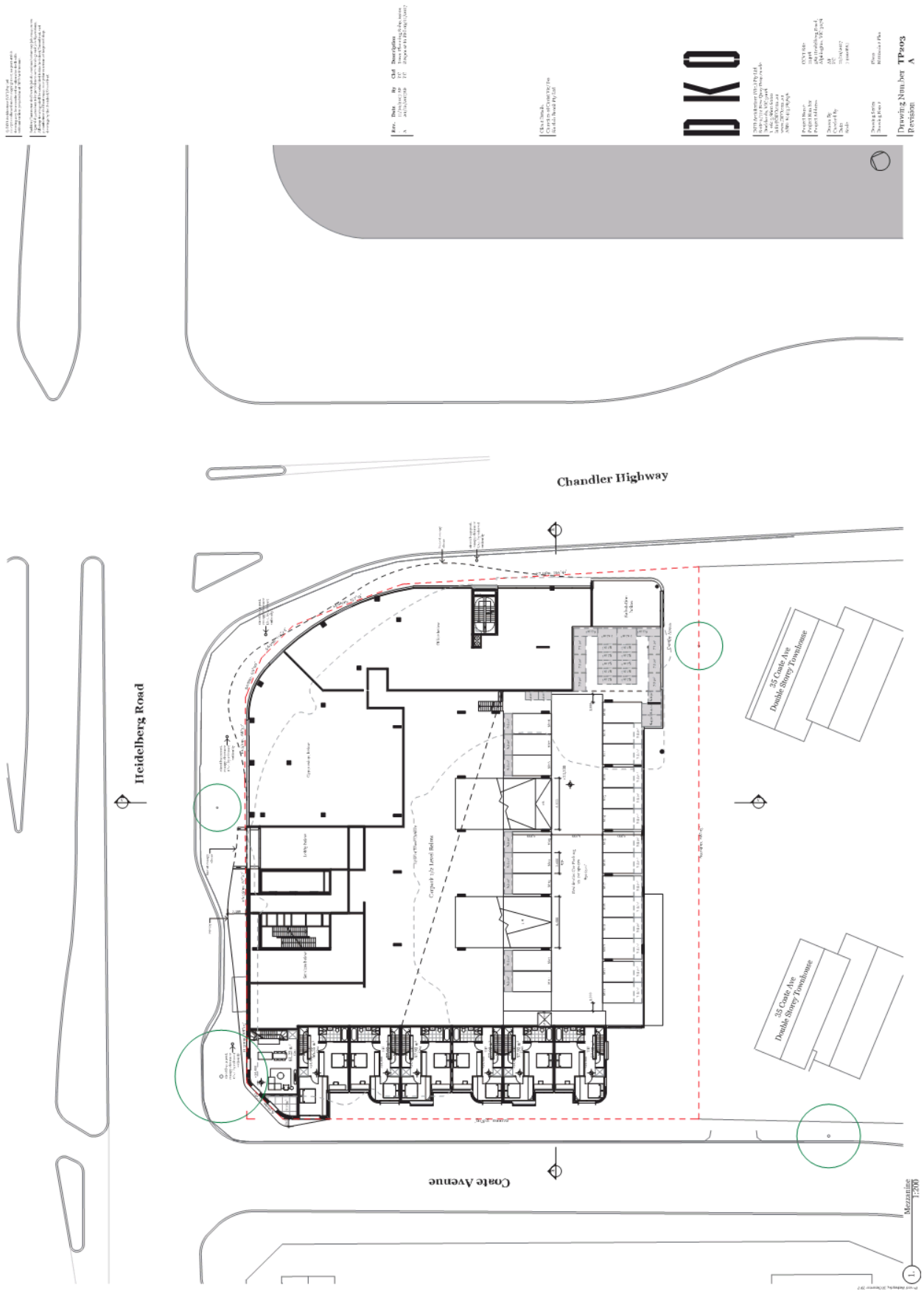


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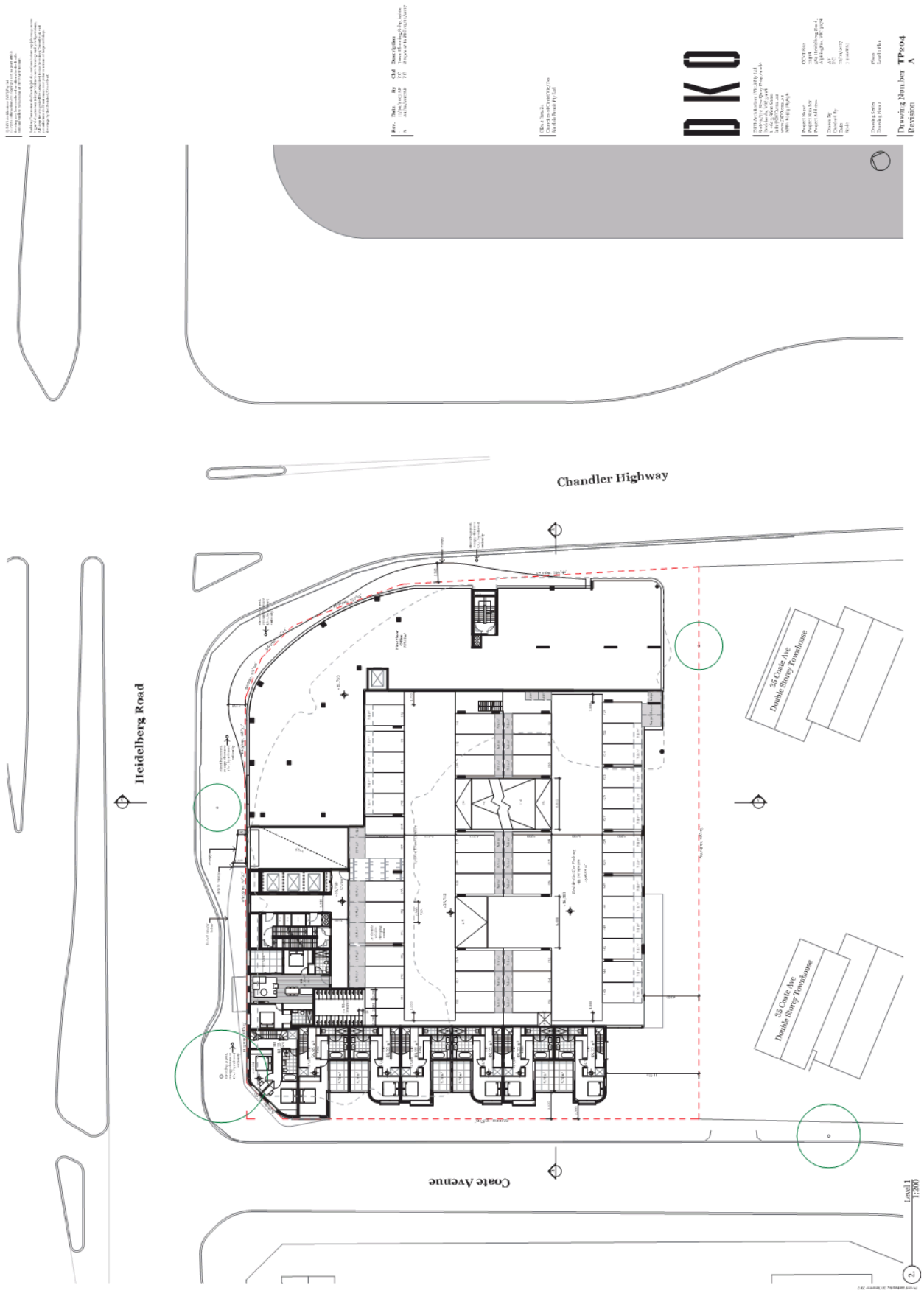
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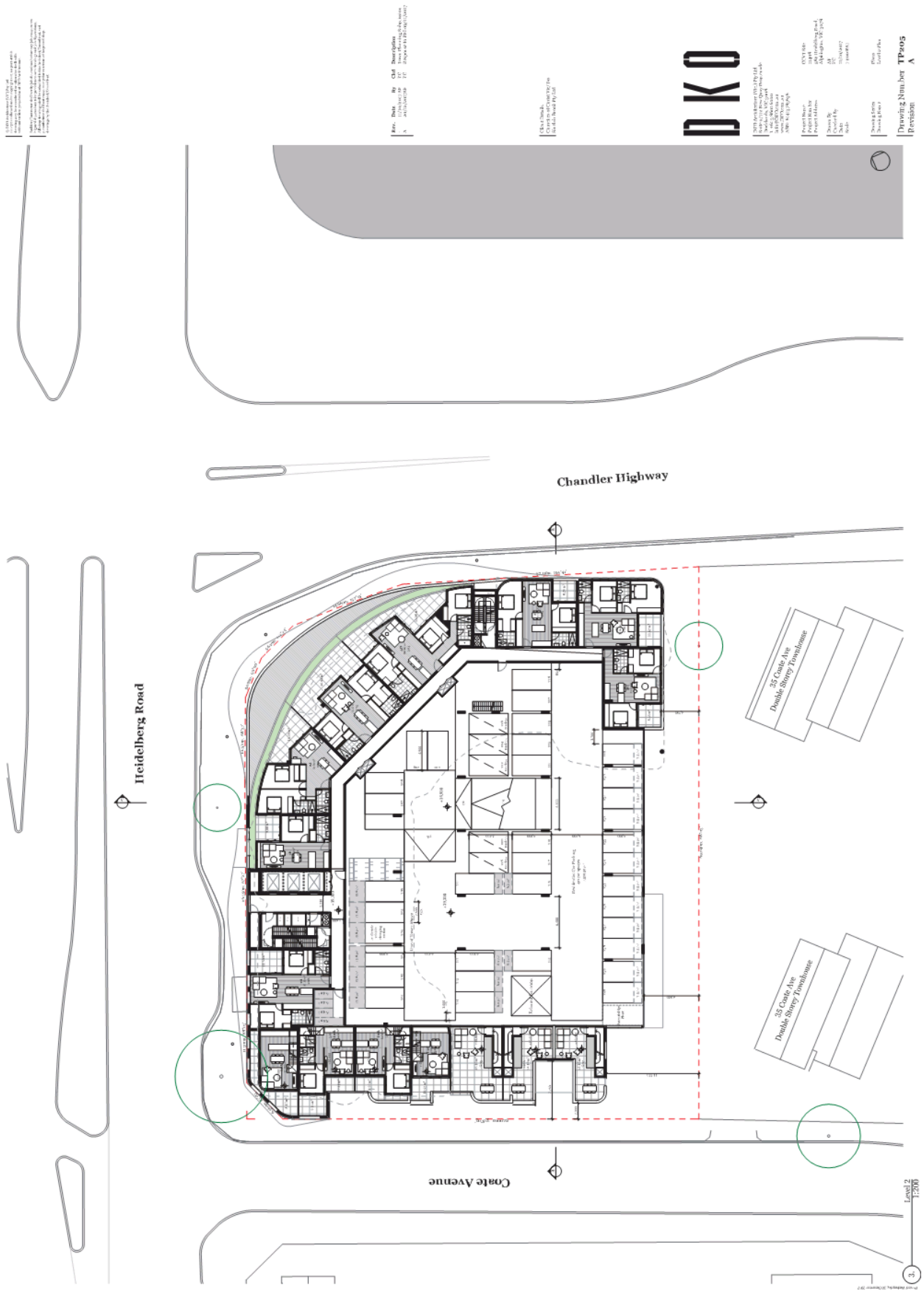
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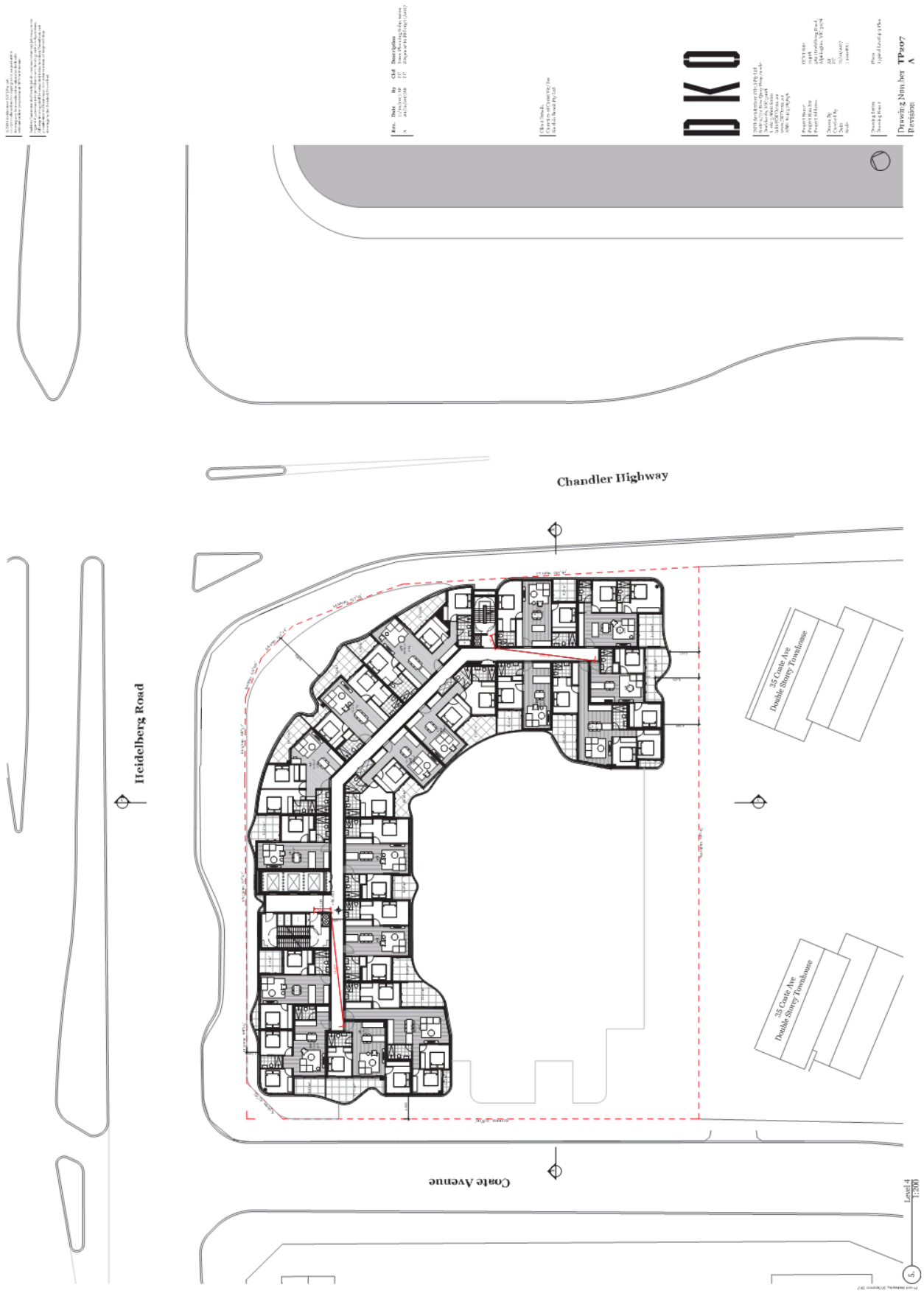
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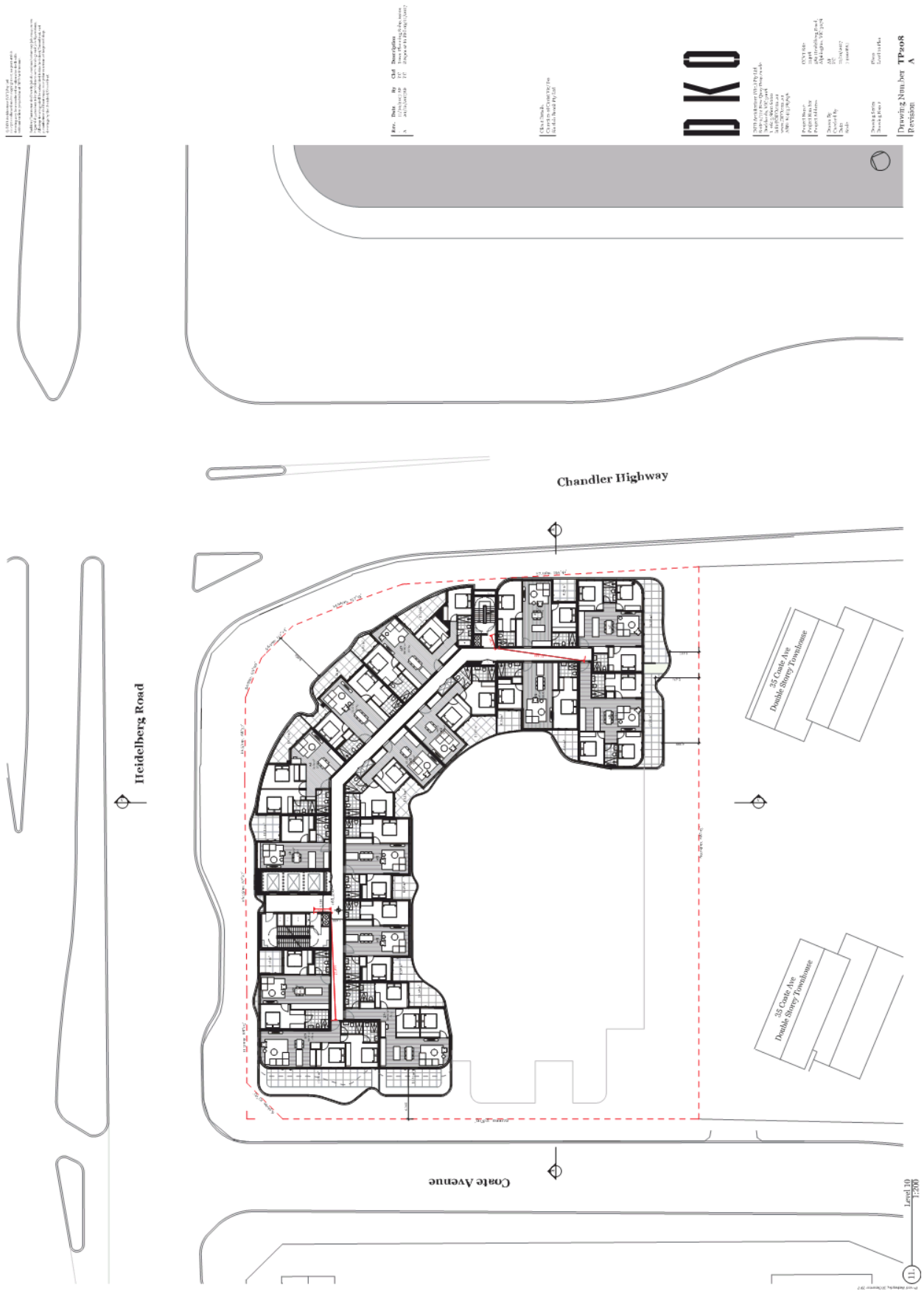
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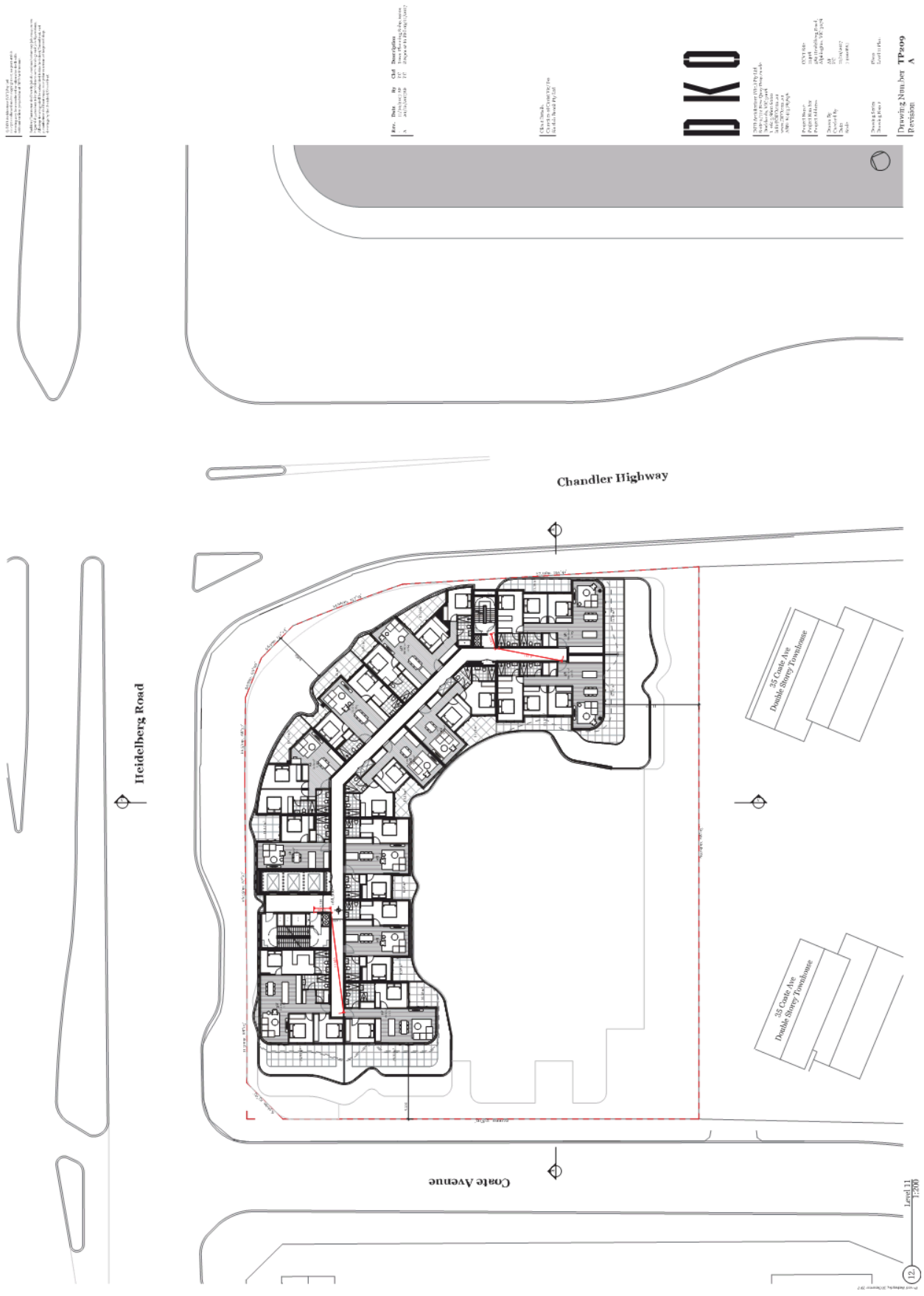
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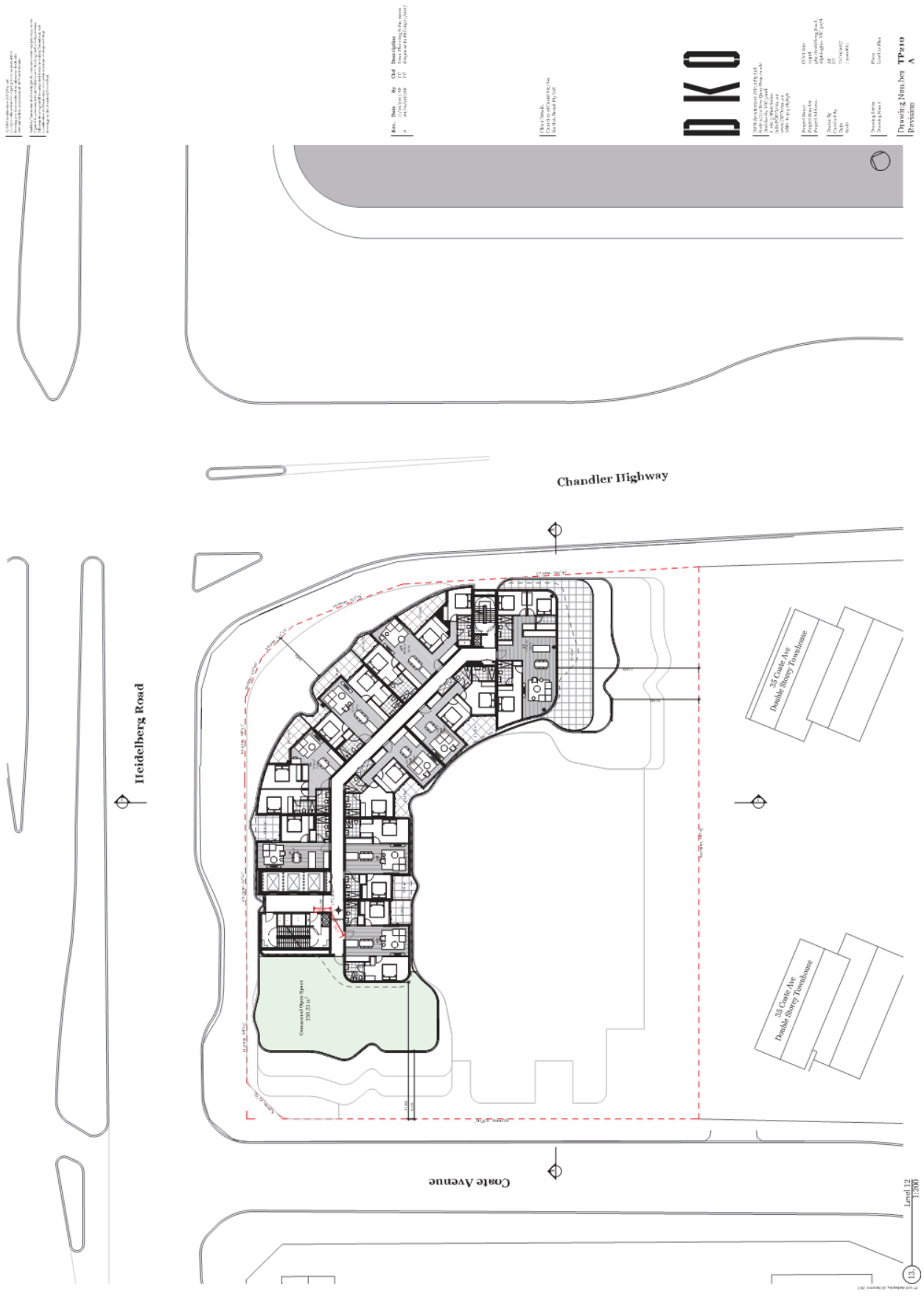
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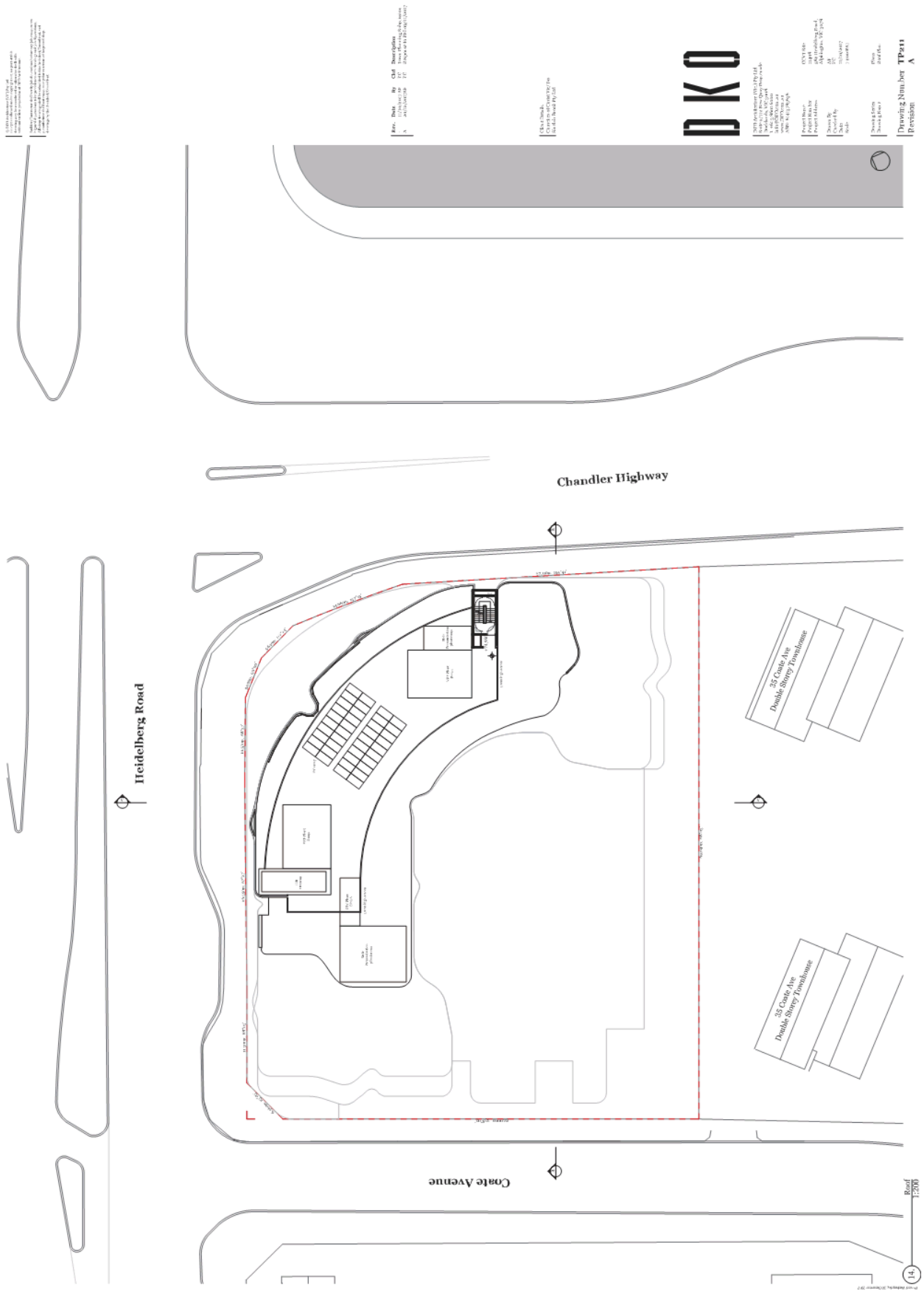
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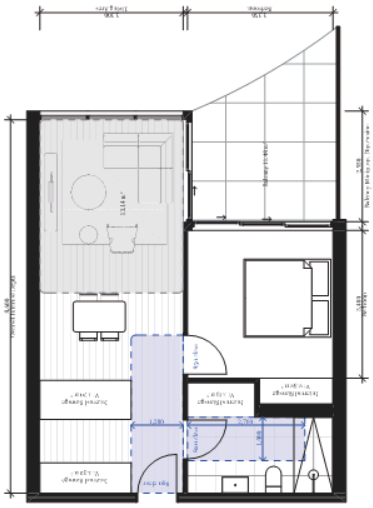
Attachment 1 - Decision Plans



Attachment 1 - Decision Plans

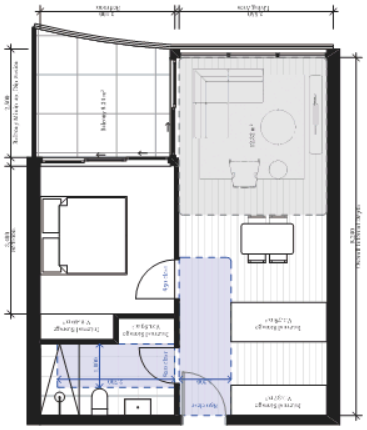


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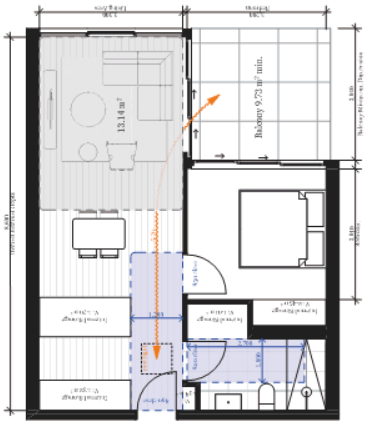
Apartment Type 1C
1:50

Clause 58 Compliance	
Functional layout	yes
Bdrm. depth	yes
Windows	yes
Storage (internal)	yes
Private open space	yes
Accessibility	yes
Cross Ventilation	no



Apartment Type 1B
1:50

Clause 58 Compliance	
Functional layout	yes
Bdrm. depth	yes
Windows	yes
Storage (internal)	yes
Private open space	yes
Accessibility	yes
Cross Ventilation	no



Apartment Type 1E
1:50

Clause 58 Compliance	
Functional layout	yes
Bdrm. depth	yes
Windows	yes
Storage (internal)	yes
Private open space	yes
Accessibility	yes
Cross Ventilation (if required)	yes

Attachment 1 - Decision Plans



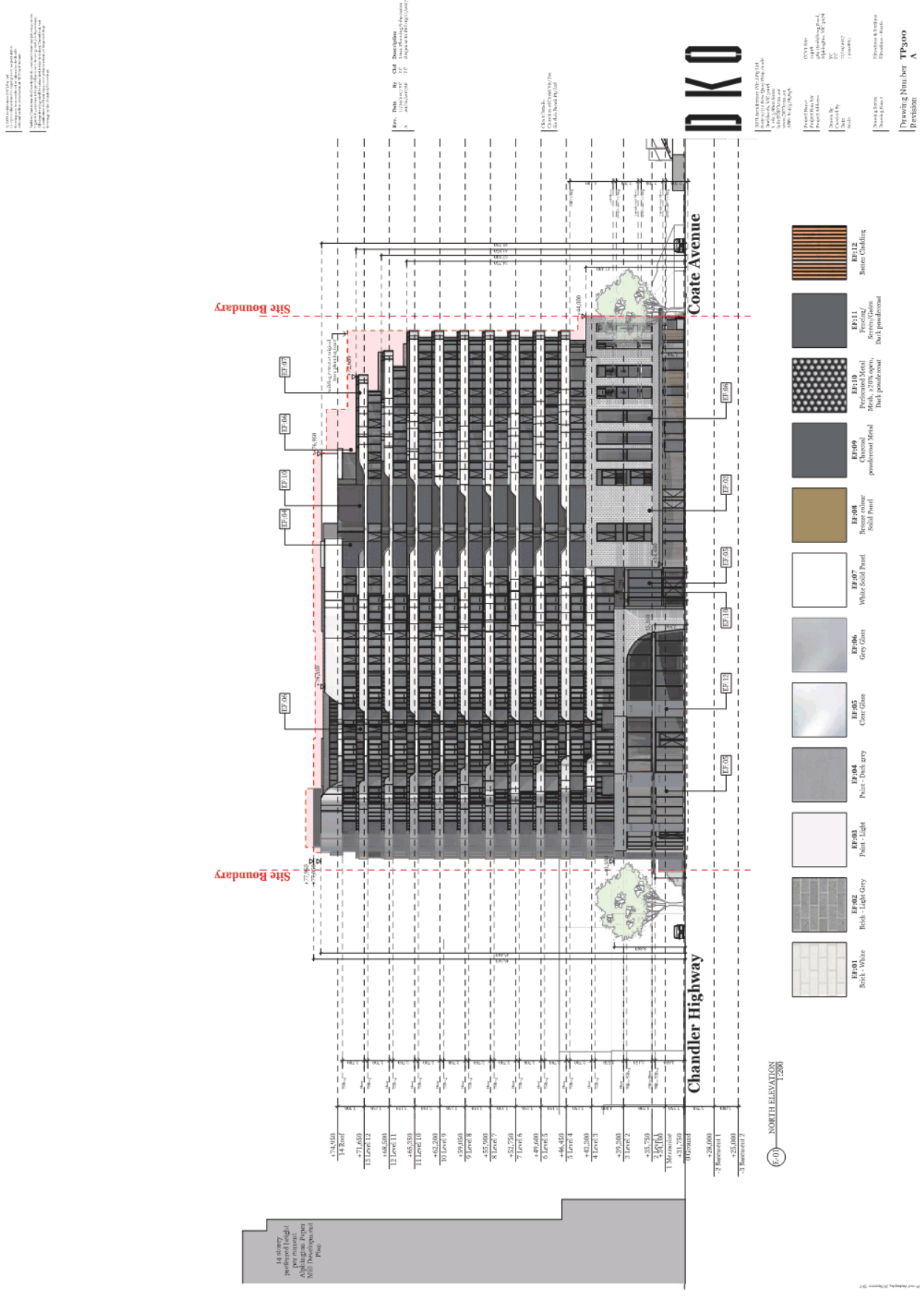
Attachment 1 - Decision Plans



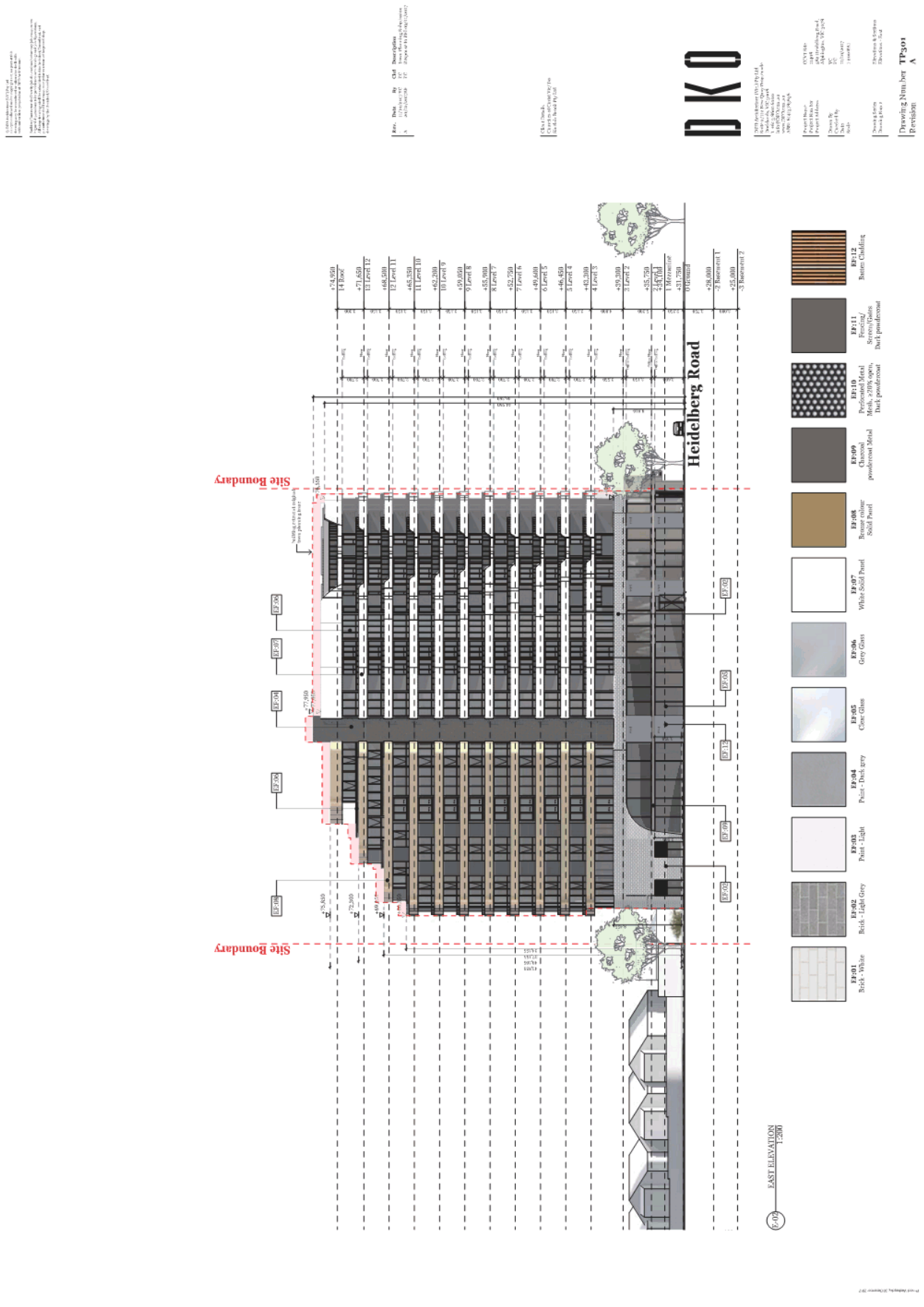
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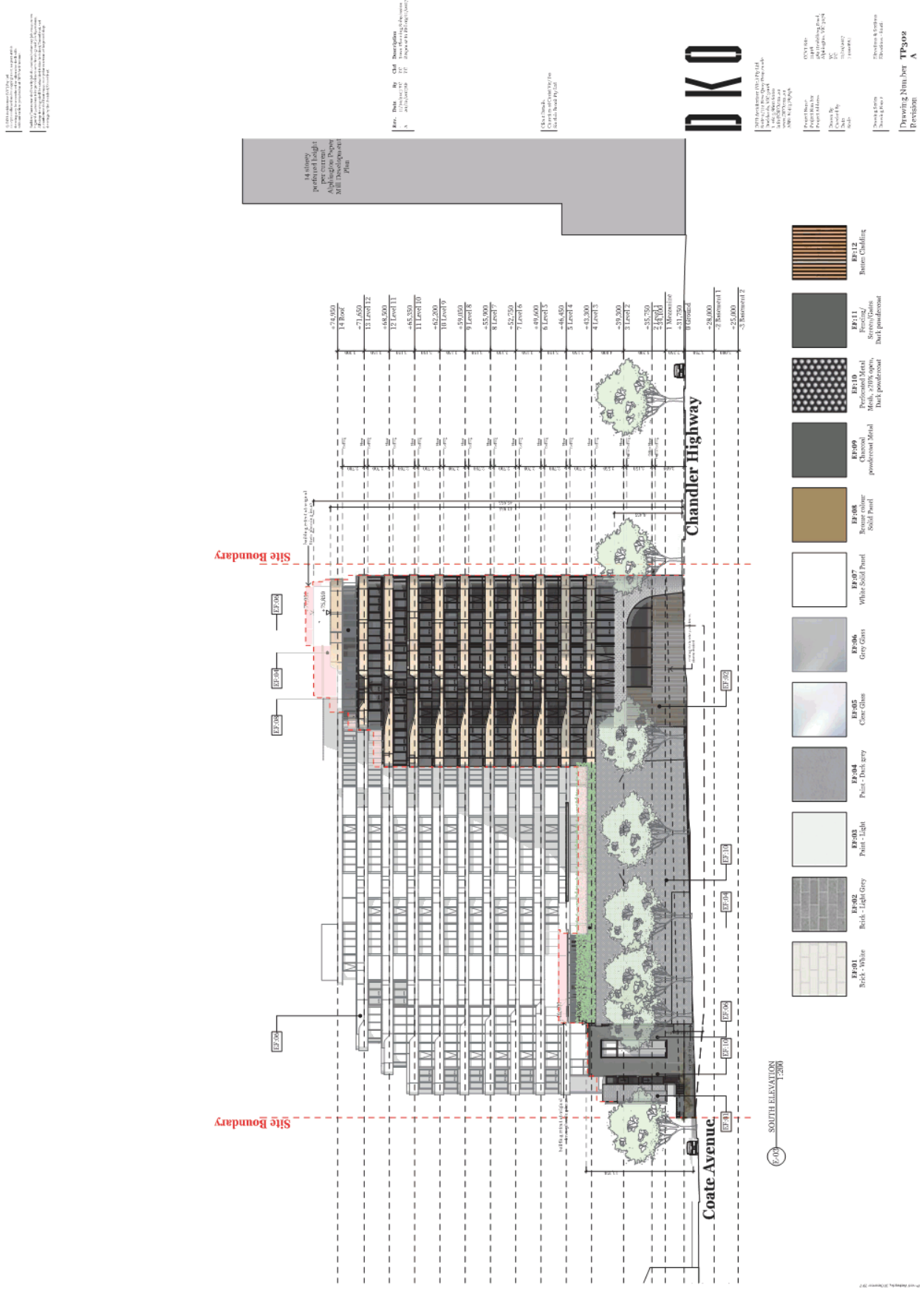
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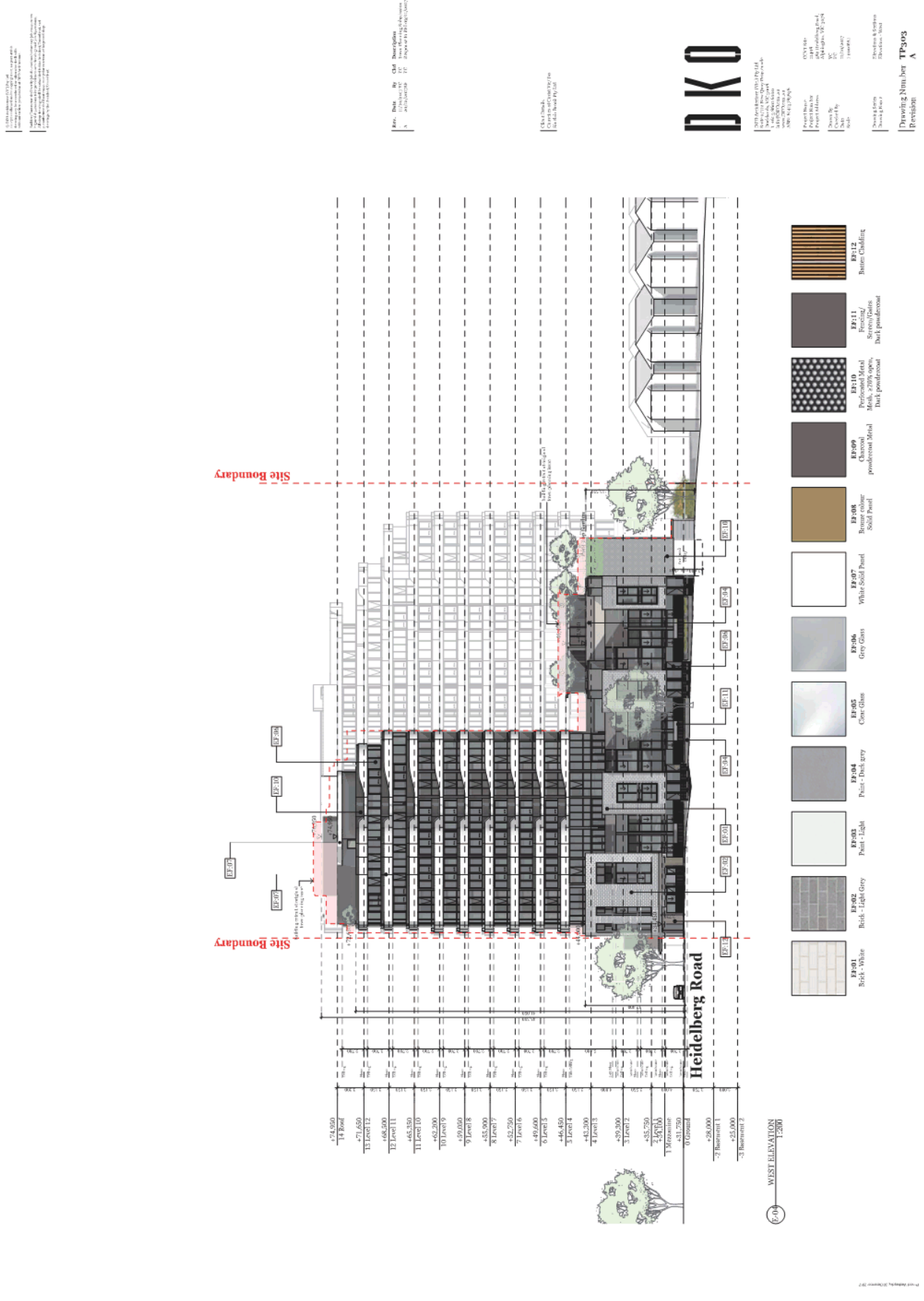
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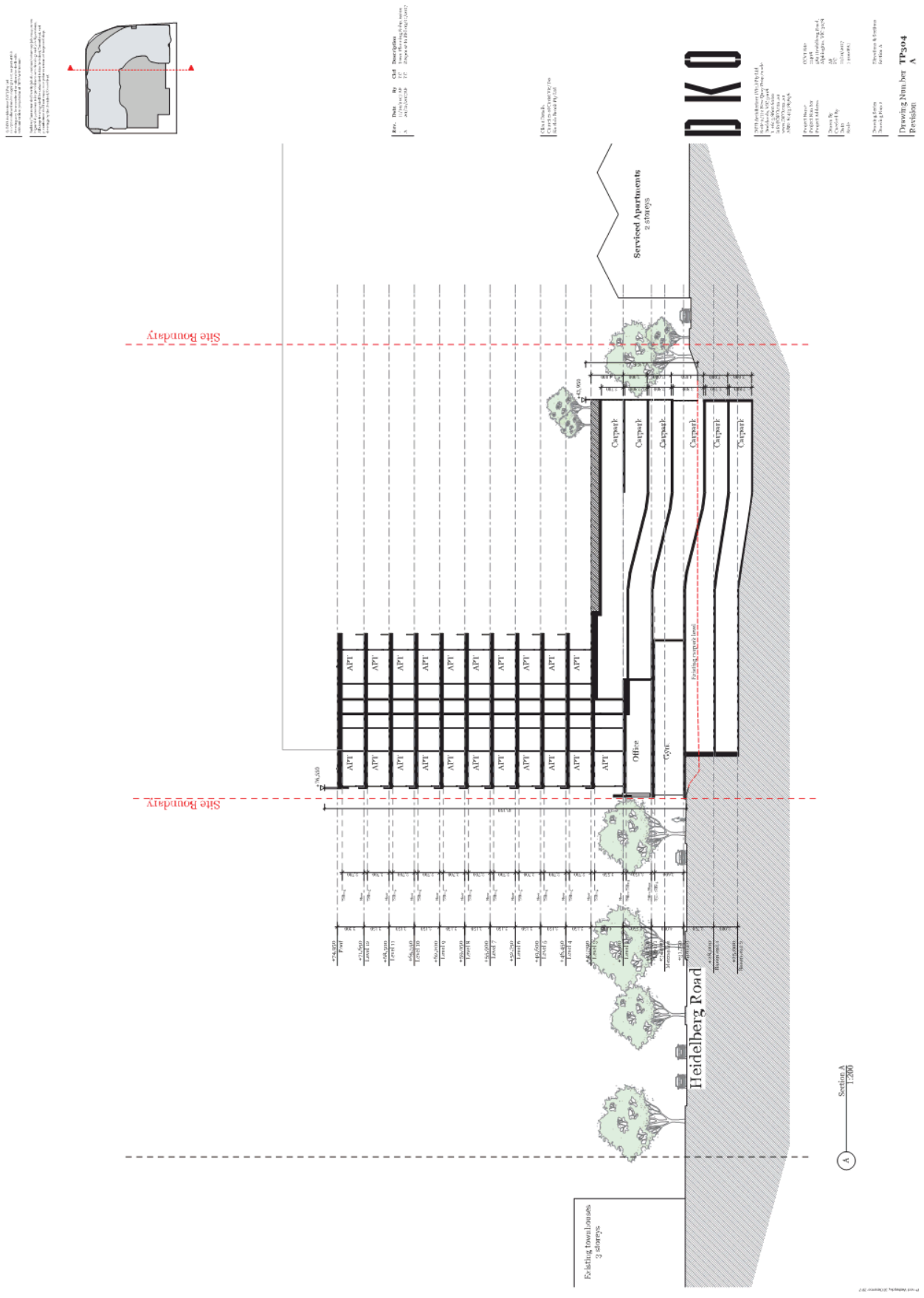
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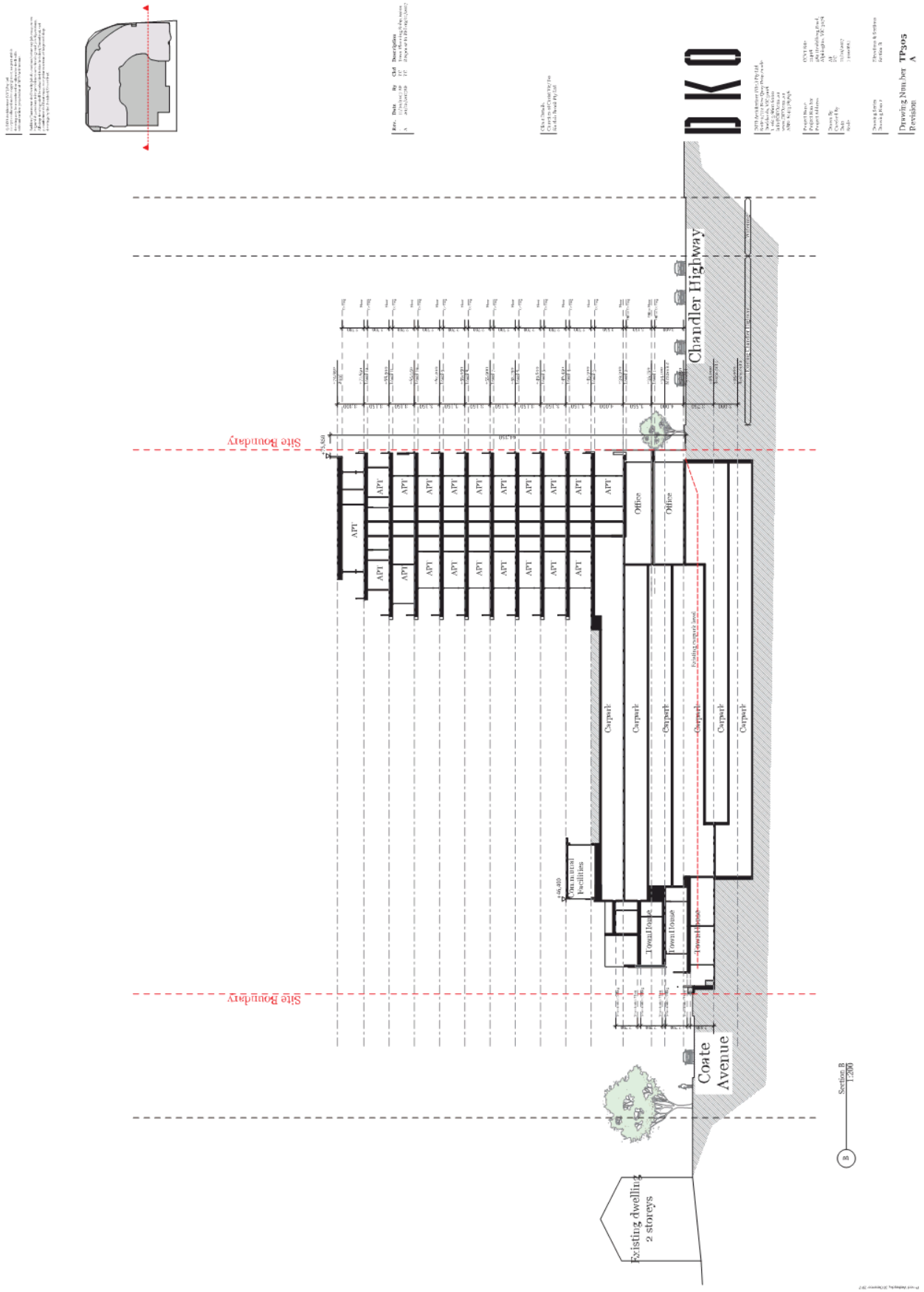
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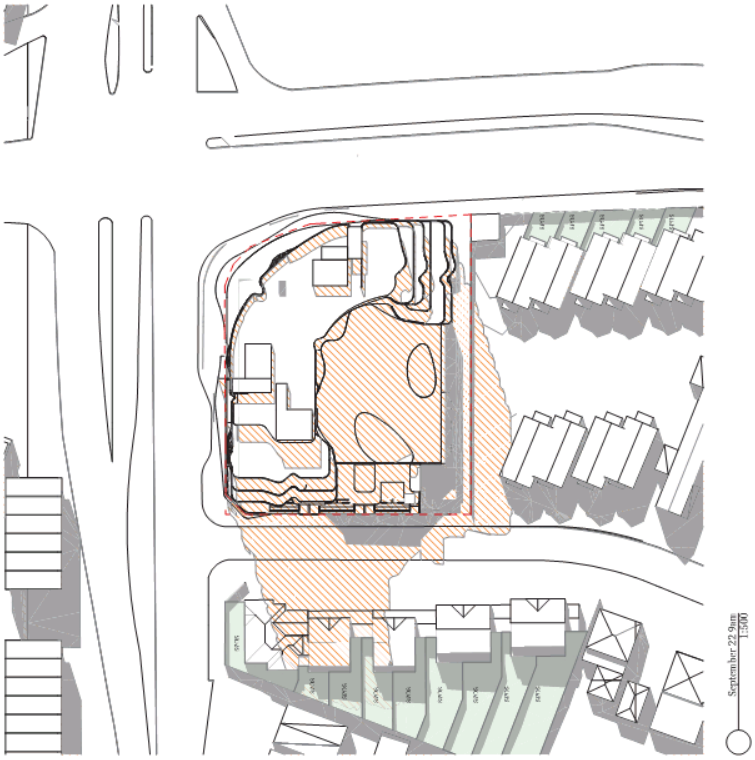
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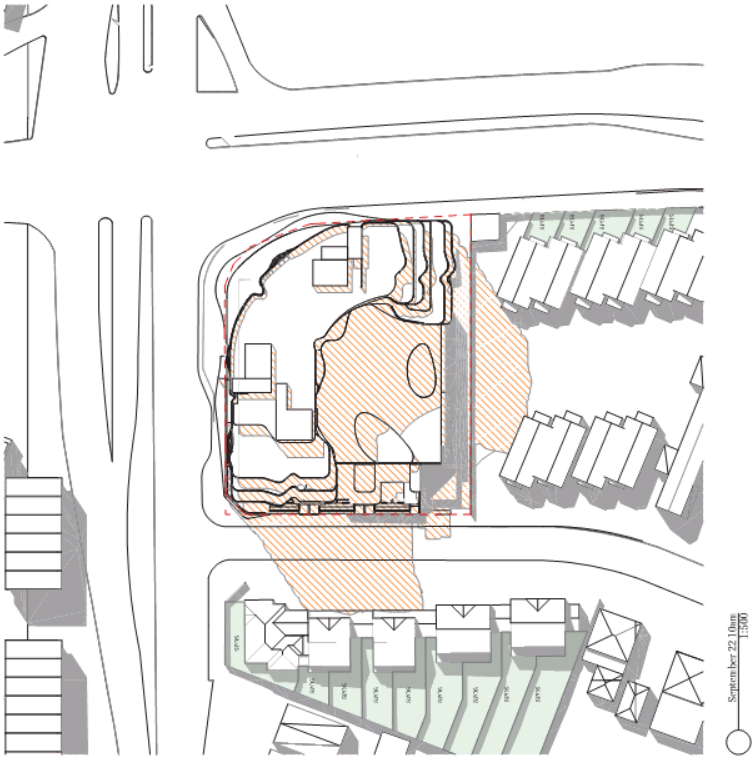
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Proposed Shadows

Existing Shadows

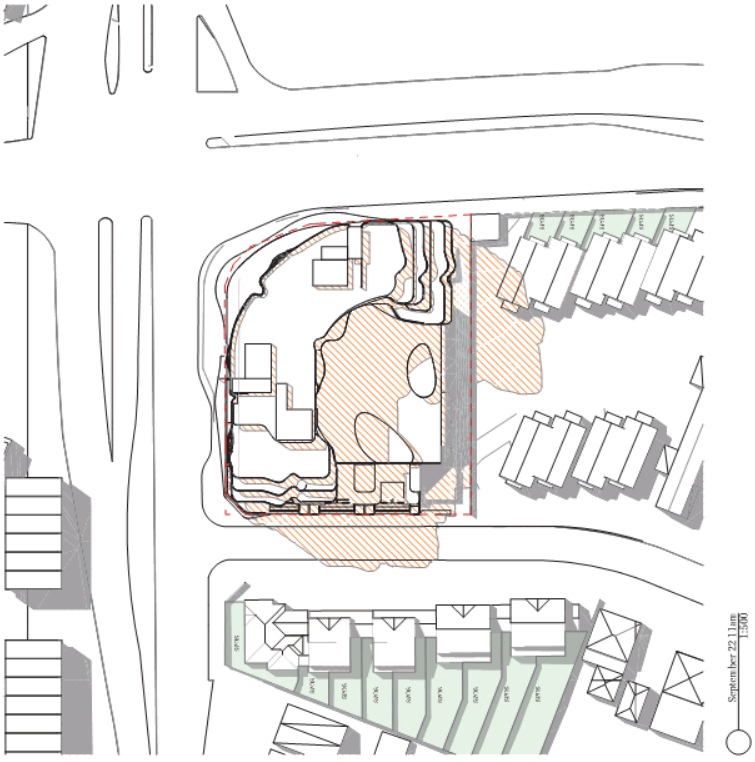
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Proposed Shadows

Existing Shadows

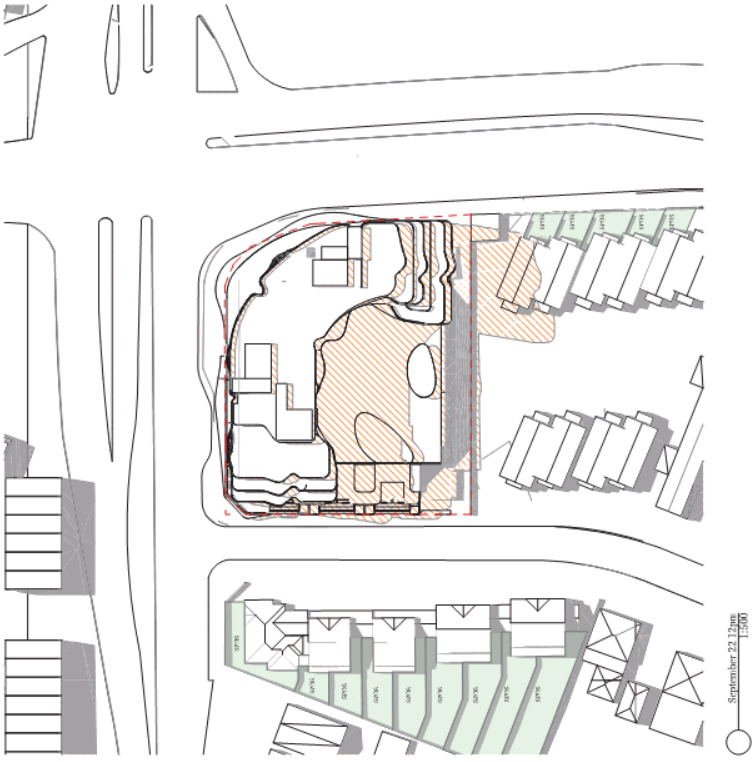
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Proposed Shadows

Existing Shadows

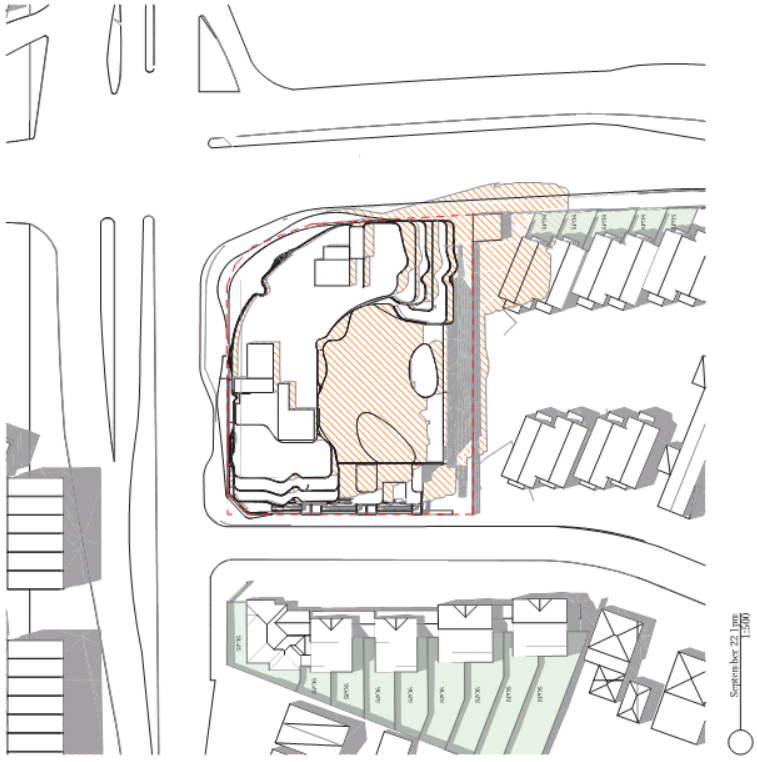
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Proposed Shadows

Existing Shadows

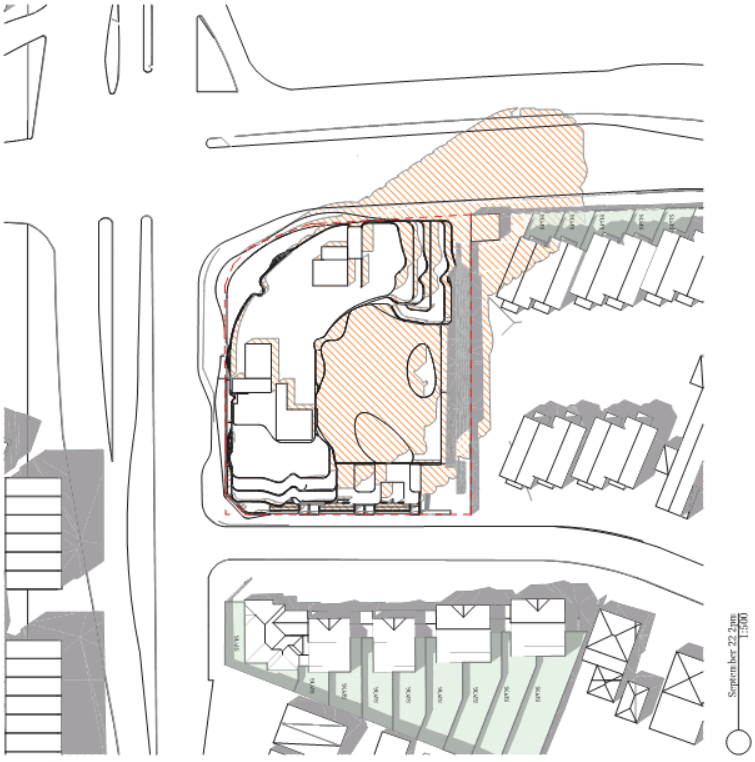
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Proposed Shadows

Existing Shadows

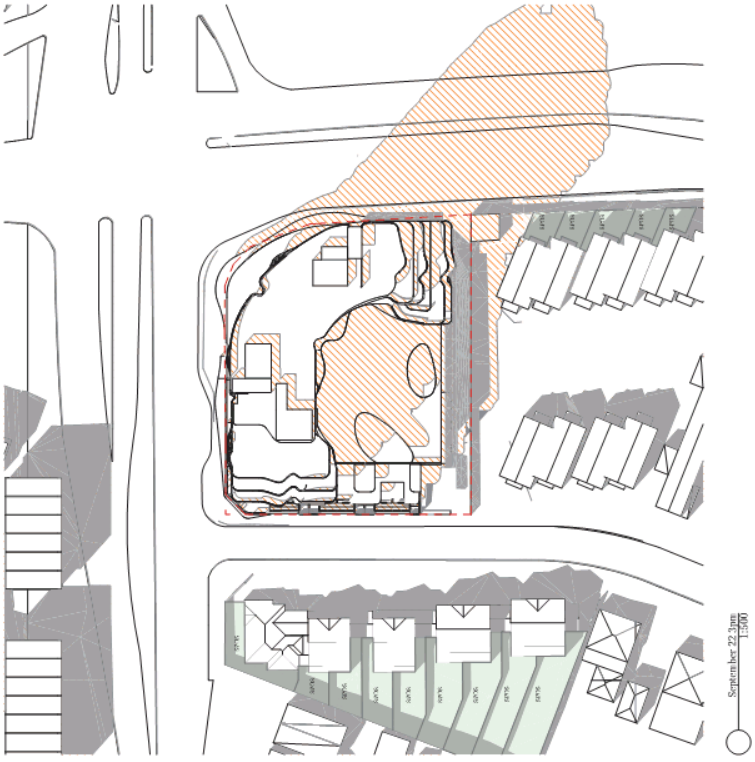
Attachment 1 - Decision Plans



Proposed Shadows

Existing Shadows

Attachment 1 - Decision Plans



Proposed Shadows

Existing Shadows

Attachment 1 - Decision Plans



Attachment 1 - Decision Plans



Attachment 1 - Decision Plans

Attachment 1 - Decision Plans

Alphington VIC

19 December 2017

LEVEL	Office NLA m²	Gym NLA m²	TH 3 Bed	Loft 2 Bed	APT 1 Bed	APT 2 Bed	APT 3 Bed	APT Total	APT NSA m²	Circ + Serv GFA m²	Carpark Cars #	Carpark Bikes #	Carpark GFA m²	GFA TOTAL	Efficiency
Basement 2										200	64	48	2130	2330	
Basement 1		280						7	495	269	65		2112	2876	
Ground	319		7					7	372	625	28	76	1415	3011	
Mezzanine								0	417		22		833	1250	
Level 1	663				1			1	441	346	45	24	1508	2958	
Level 2				4	1	6	1	8	792	266	40		1530	2588	83.6%
Level 3					4	8	2	18	1209	237				1446	85.1%
Level 4					2	12	3	17	1296	227				1523	85.1%
Level 5					2	12	3	17	1296	227				1523	85.1%
Level 6					2	12	3	17	1296	227				1523	85.1%
Level 7					2	12	3	17	1296	227				1523	85.1%
Level 8					2	12	3	17	1296	227				1523	85.1%
Level 9					1	12	3	17	1296	224				1456	84.6%
Level 10					1	10	4	15	1232	218				1244	82.5%
Level 11					1	7	4	12	1026	199				1095	67.7%
Level 12					1	6	2	9	741						
Roof															
	982	280	7	4	20	110	31	172	14501	3946	264	148	9528	29392	
			4.1%	2.3%	11.6%	64.0%	18.0%								
REQUIRED RESIDENT/STAFF CARS	34.37	13.16	14.00	4.00	20.00	110.00	62.00					258			
REQUIRED VISITOR CARS			0.88	0.50	2.50	13.75	3.88					22			
TOTAL SITE AREA														3729	

ASSUMPTIONS

1. 1 carpark per 1B or 2B APTS; 2 carpark per 3B APT or TH; 0.125 visitor carpark per dwelling; 3.5 carpark per 100m² office space; 4.7 carpark per 100m² gym space
2. Balconies & Terraces not included in GFA
3. Assume Office & Gym are at 80% efficiency
4. Townhouse NSA includes enclosed garages

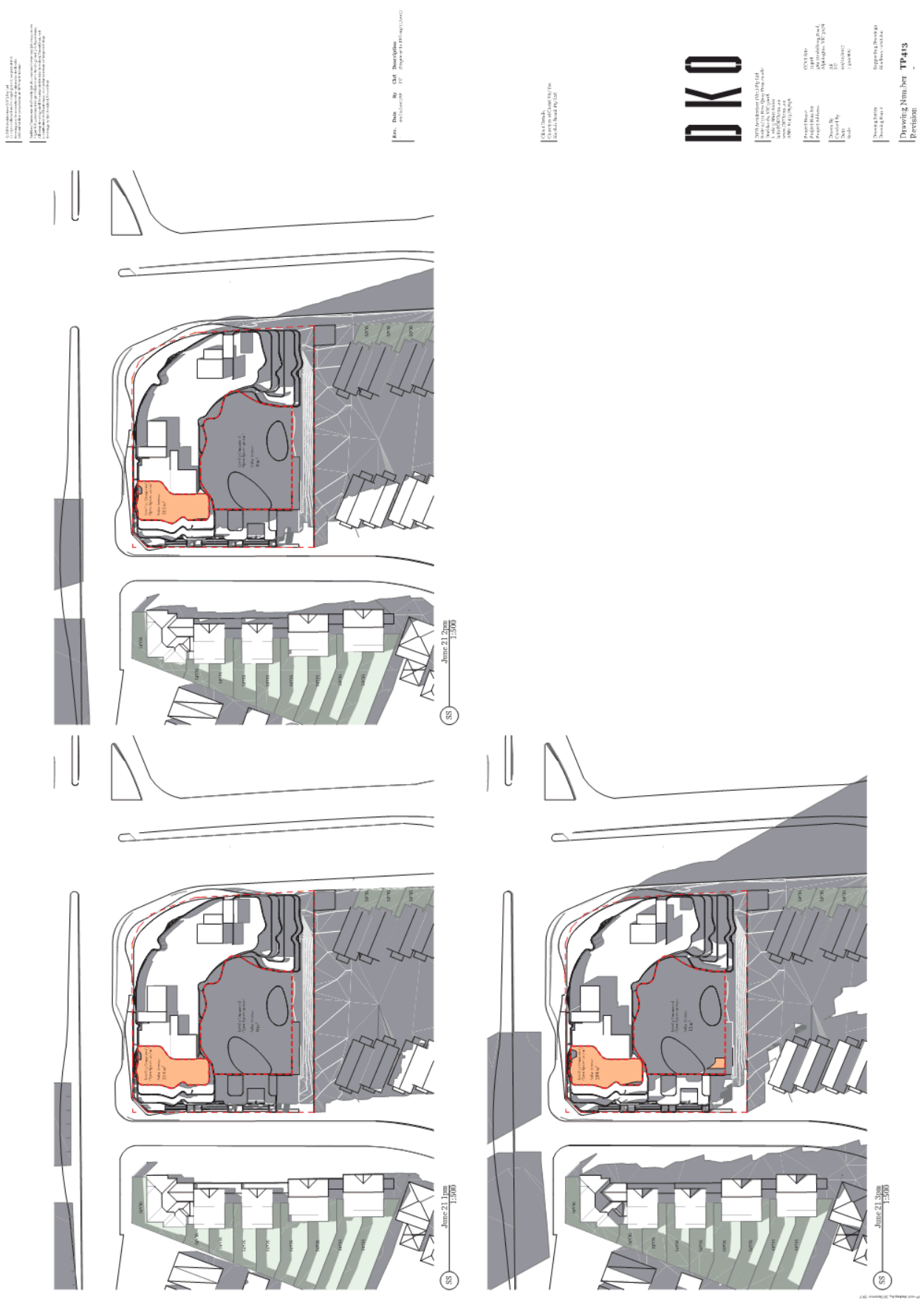
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Revision A

Attachment 1 - Decision Plans

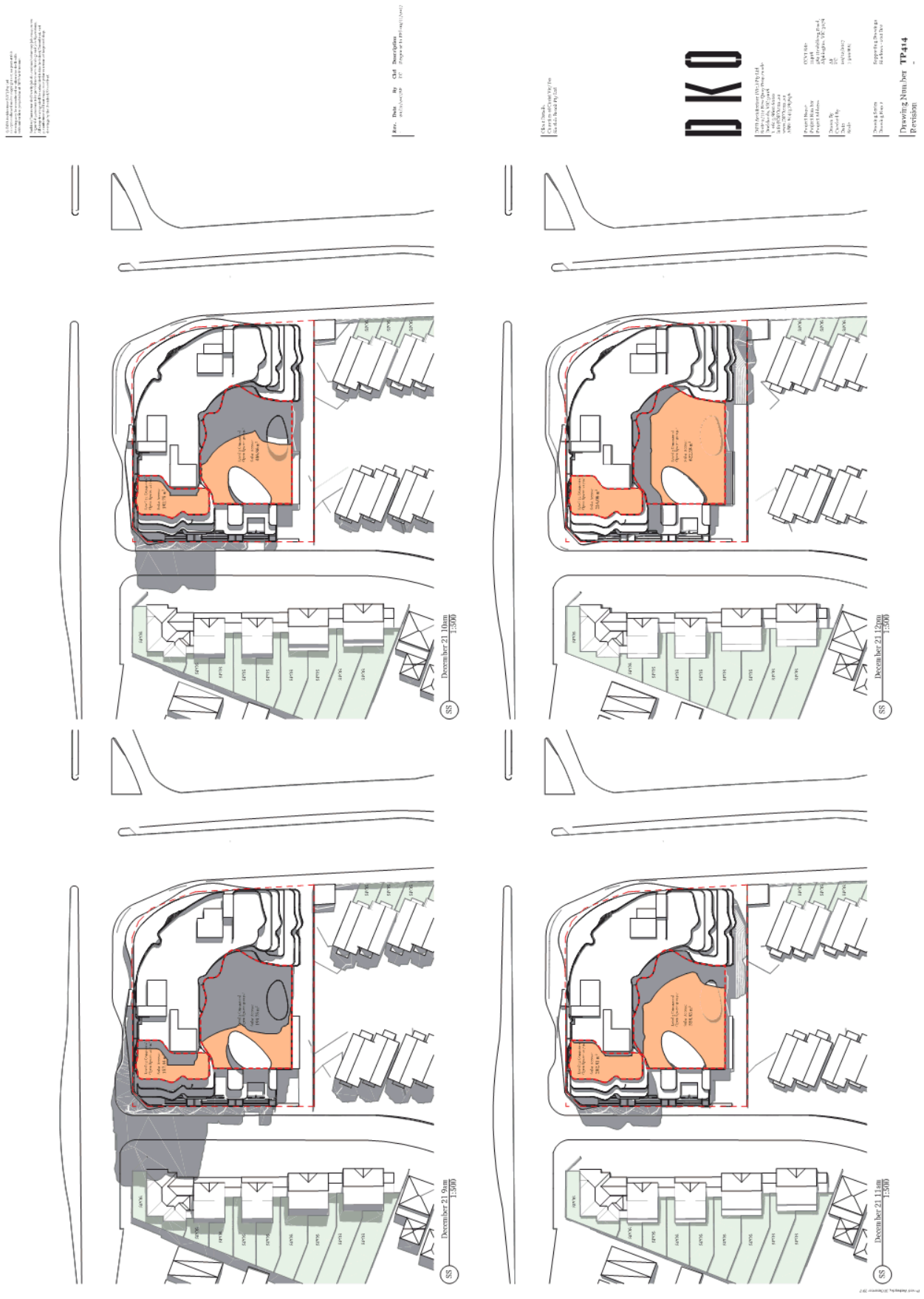
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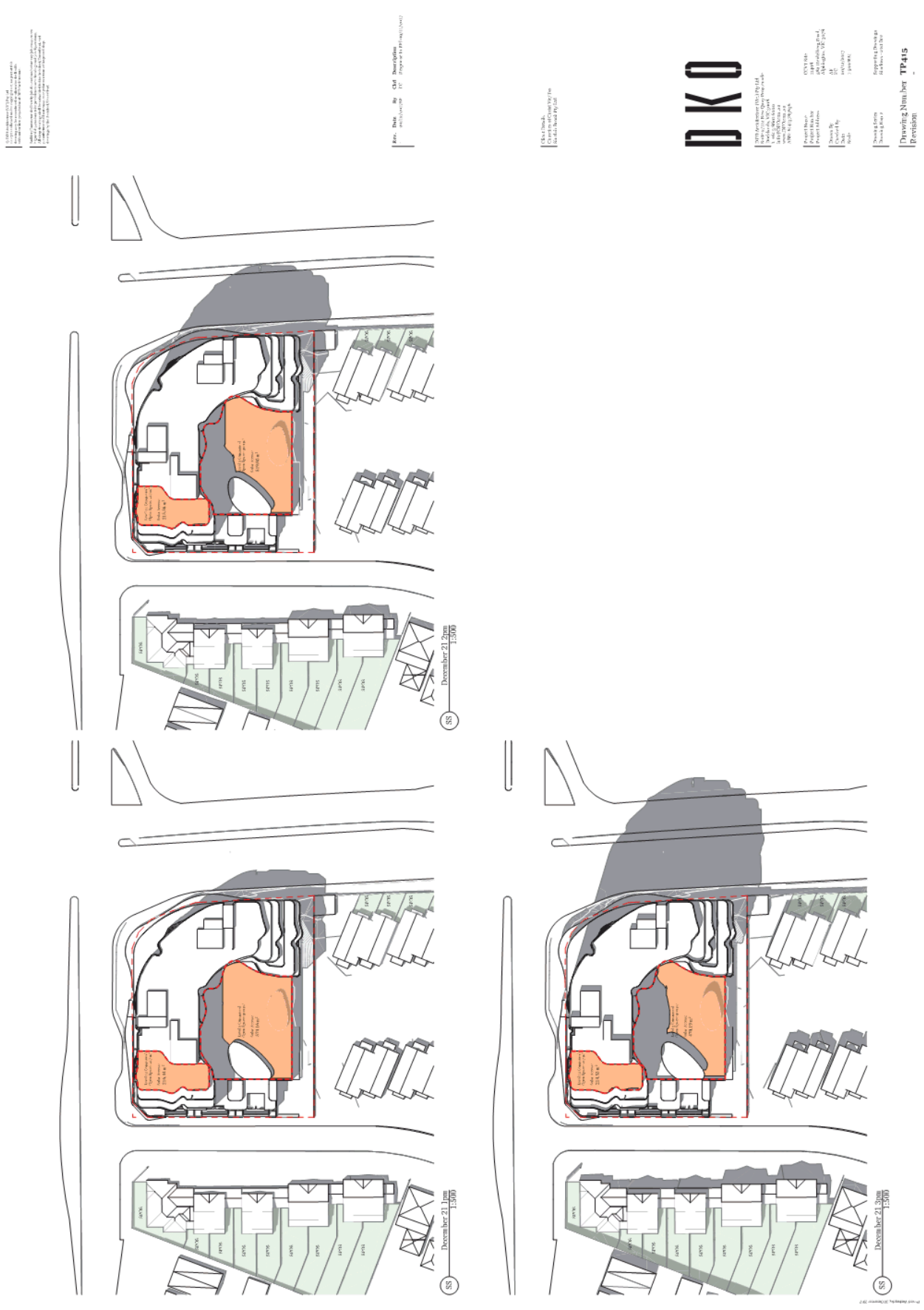
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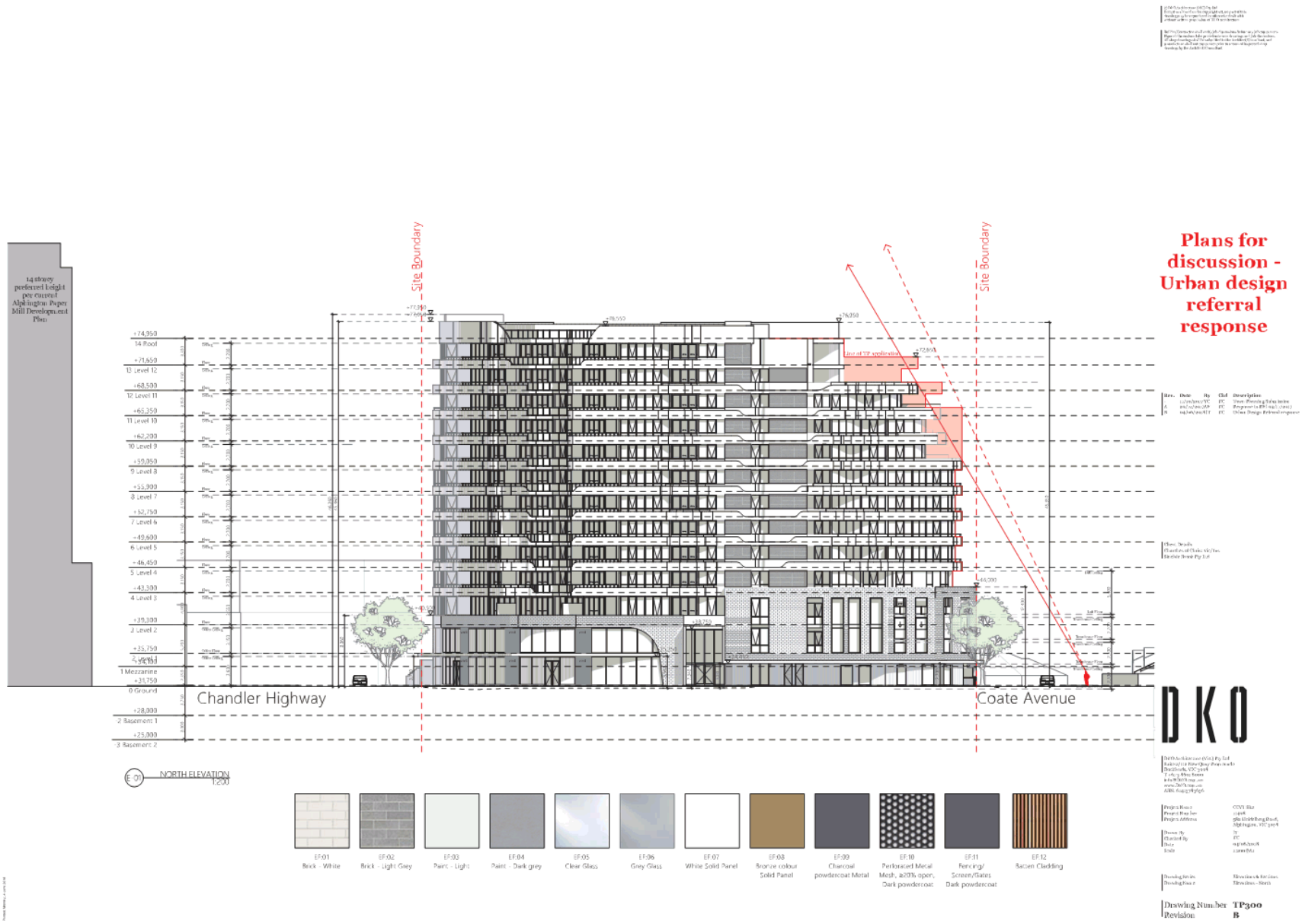
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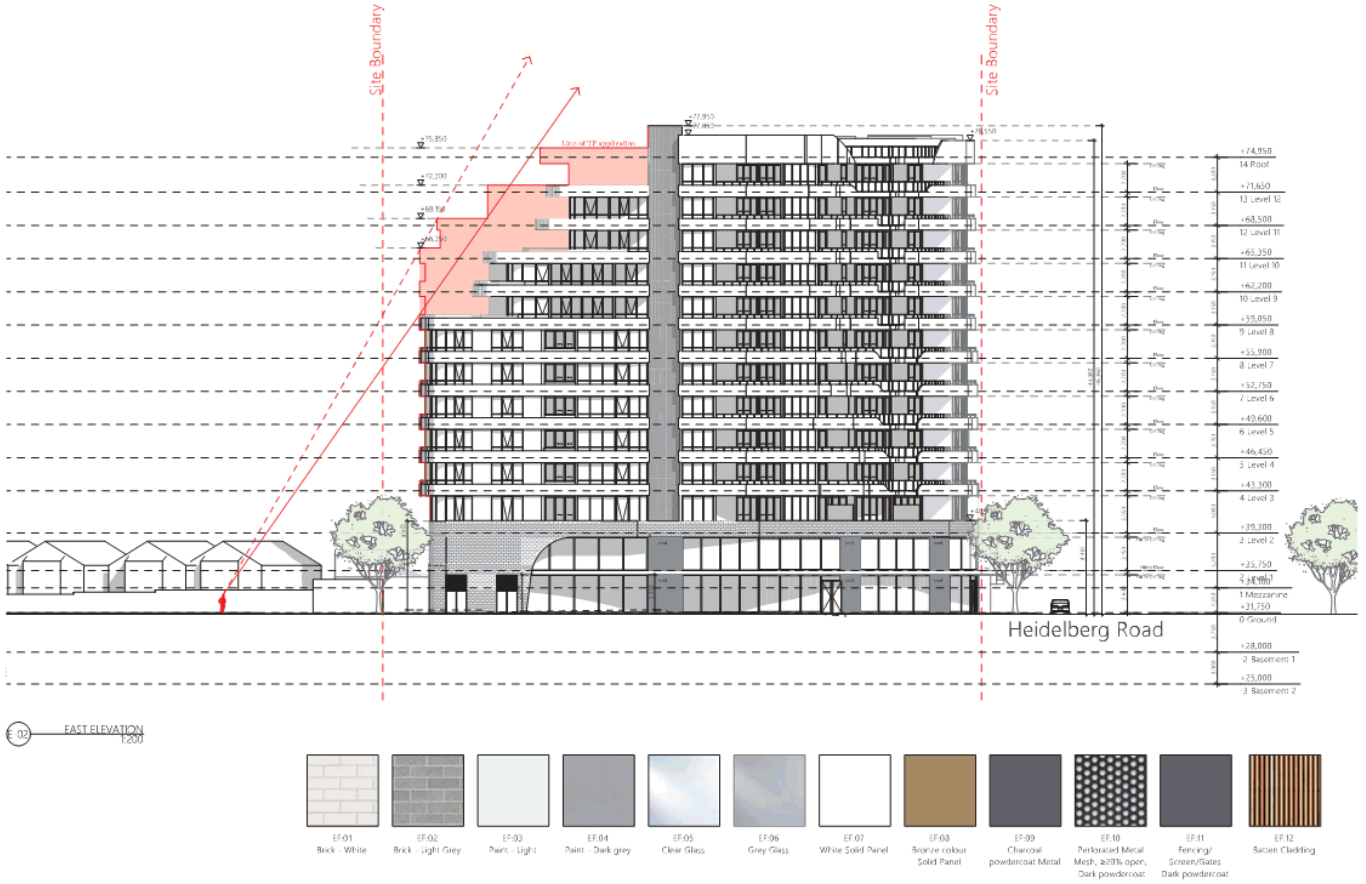
Attachment 1 - Decision Plans



Attachment 2 - Sketch plans



Attachment 2 - Sketch plans

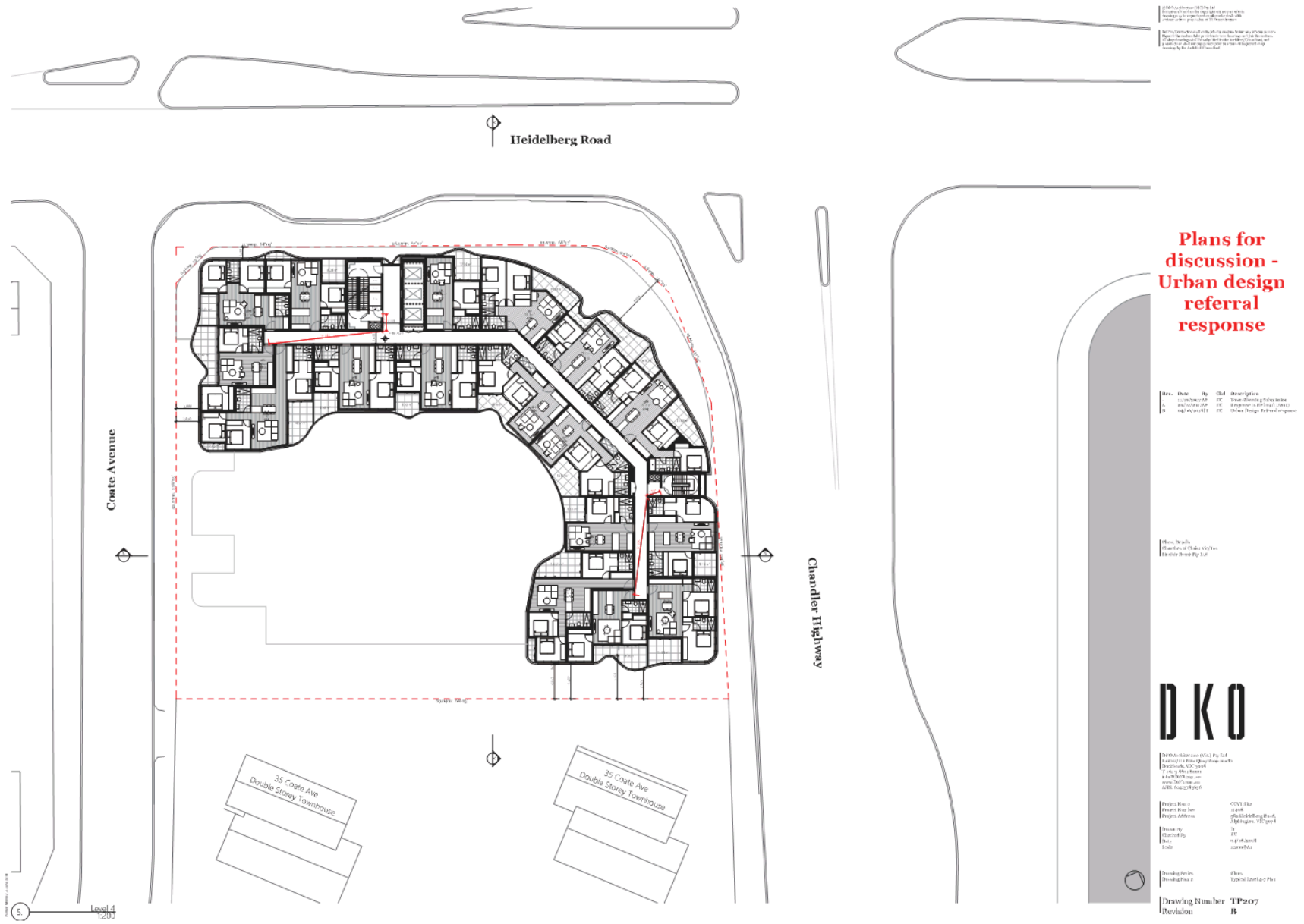


Plans for discussion - Urban design referral response

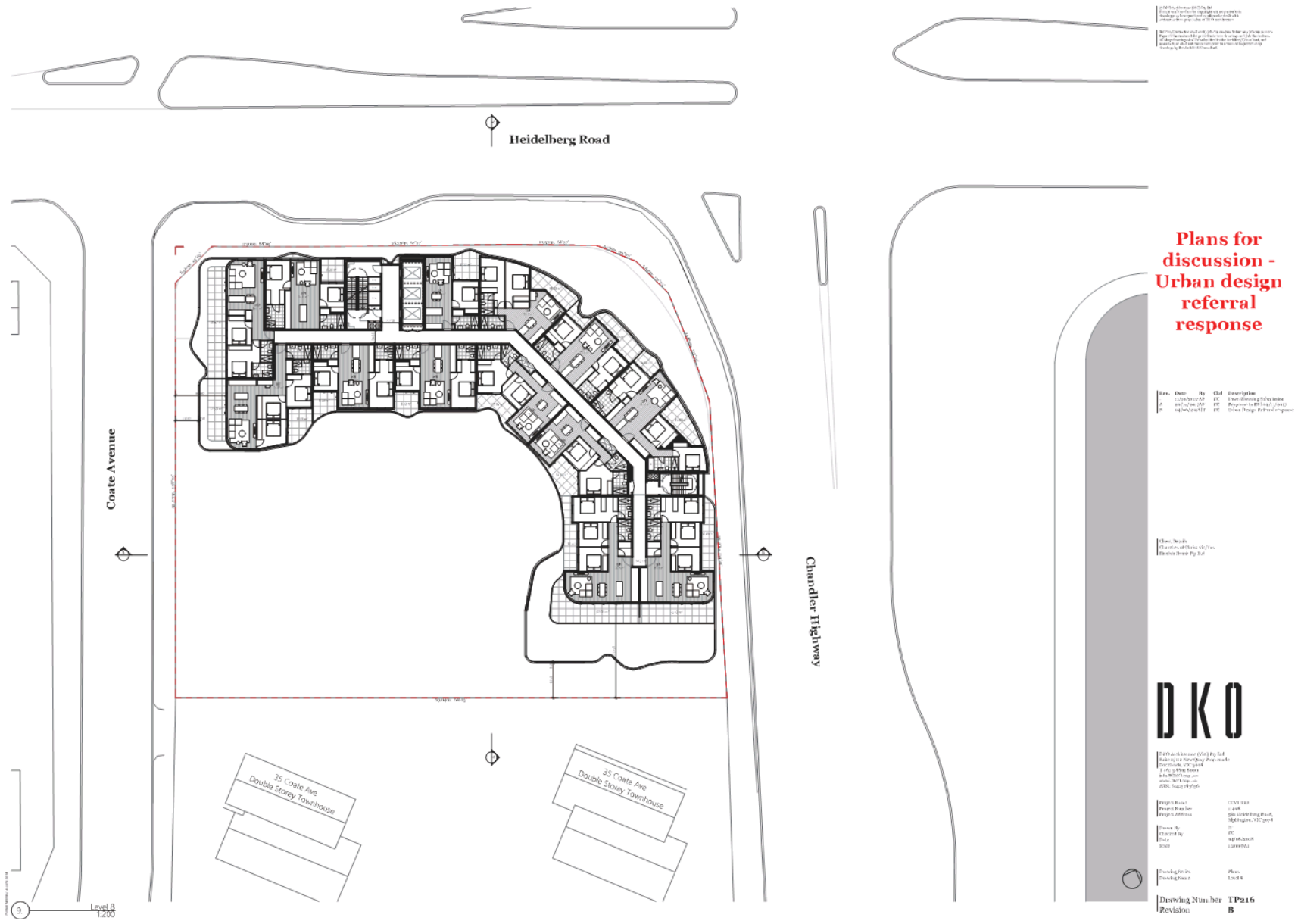
DKO

Drawing Number TP301
Revision B

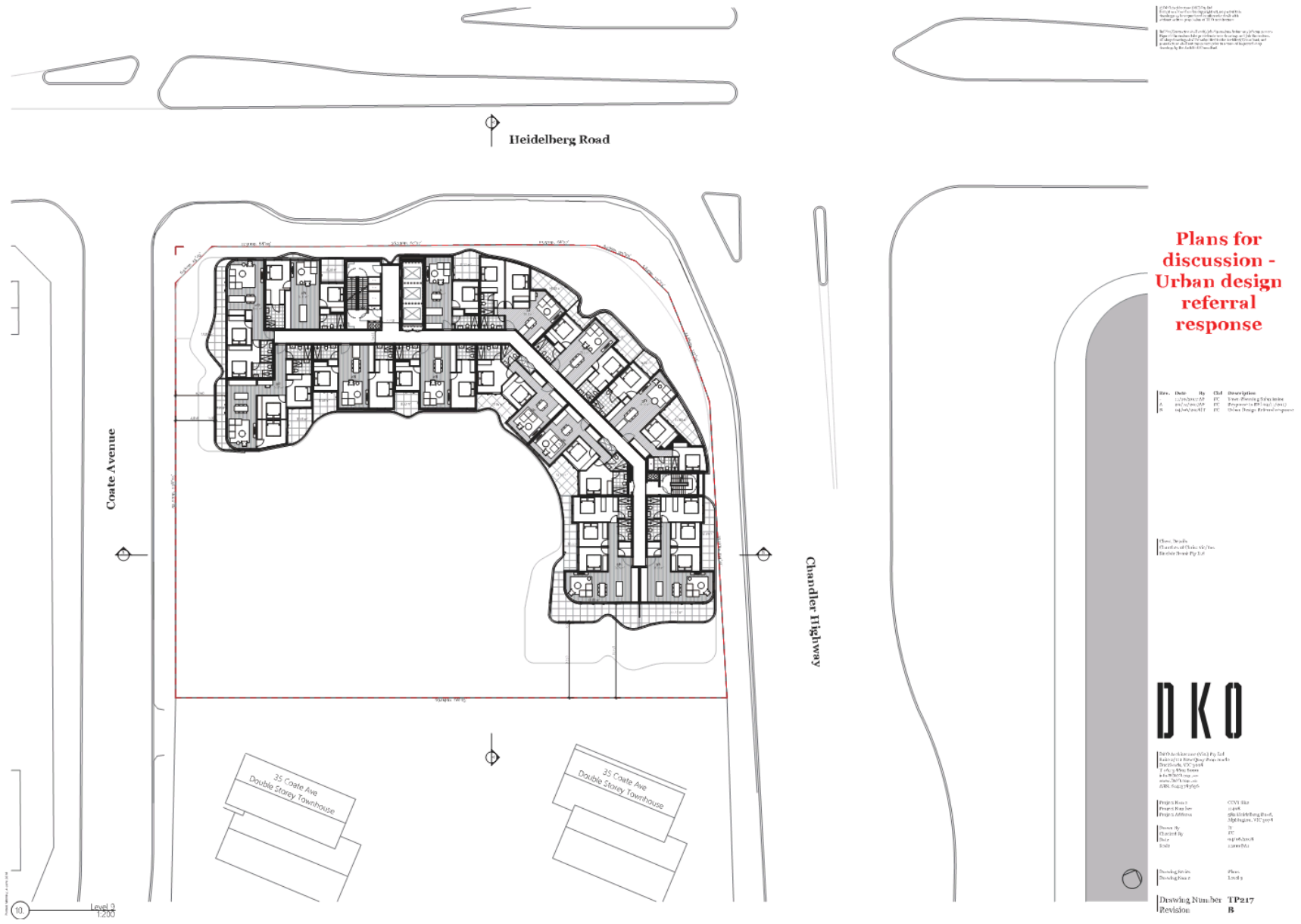
Attachment 2 - Sketch plans



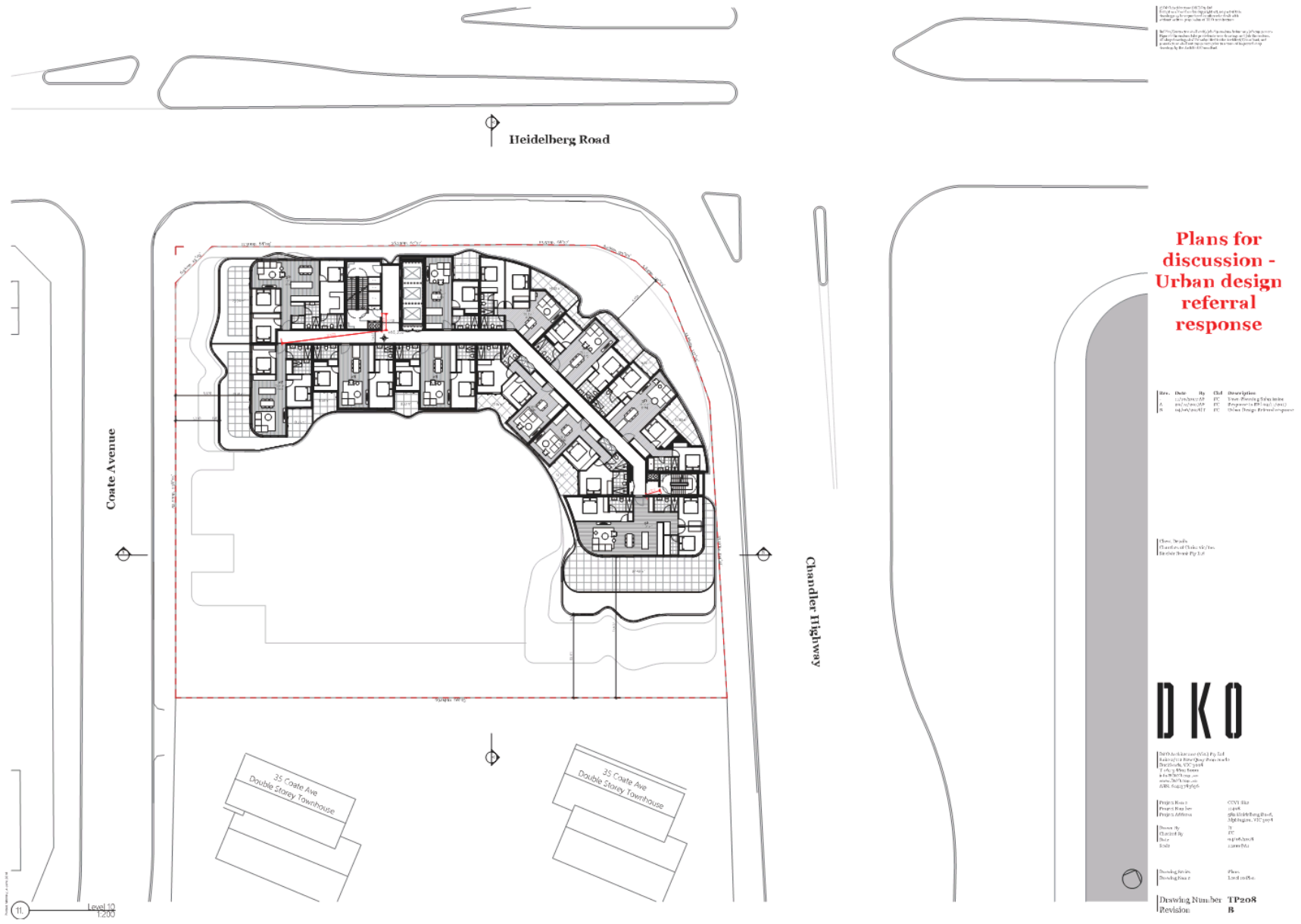
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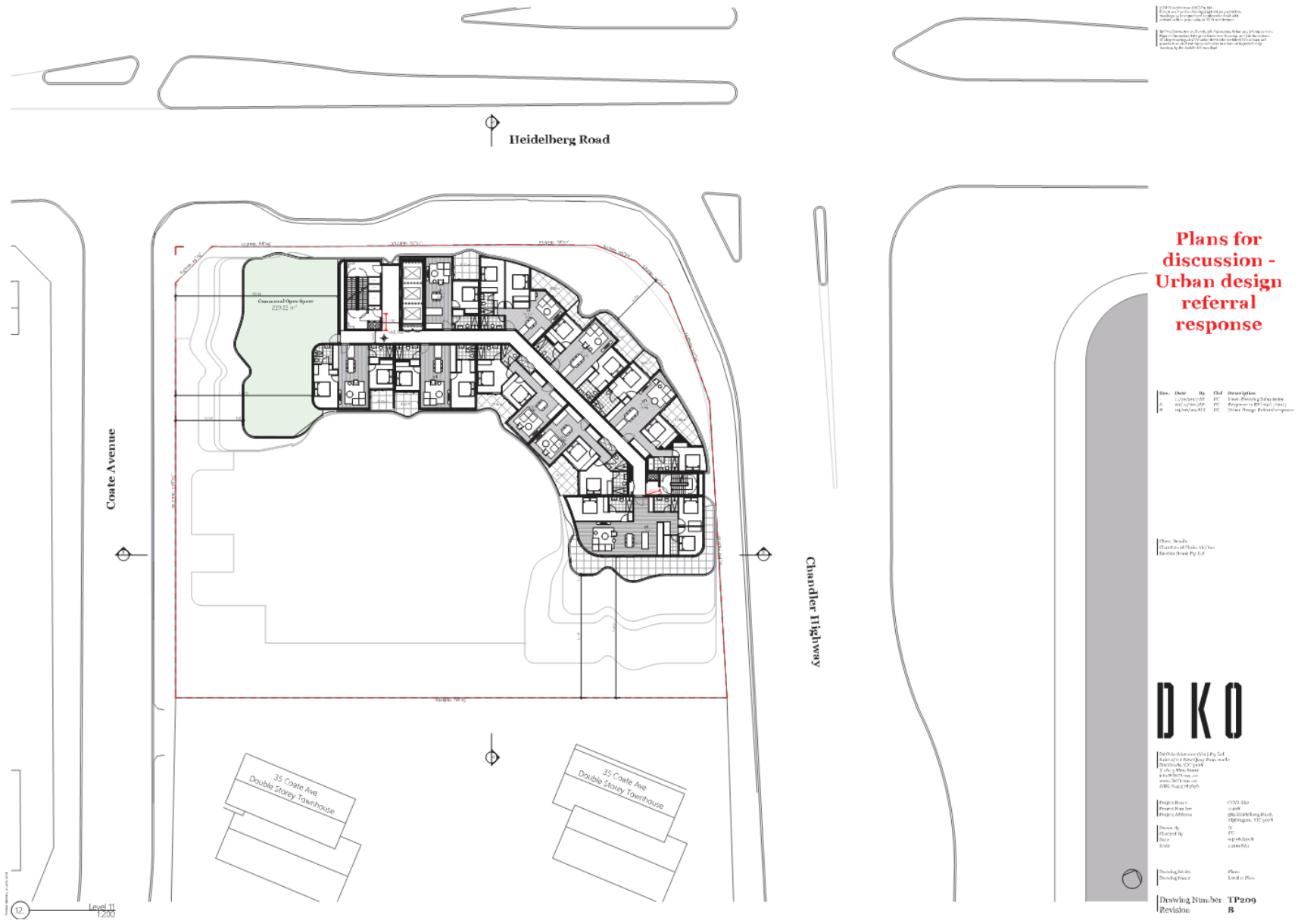
Attachment 2 - Sketch plans



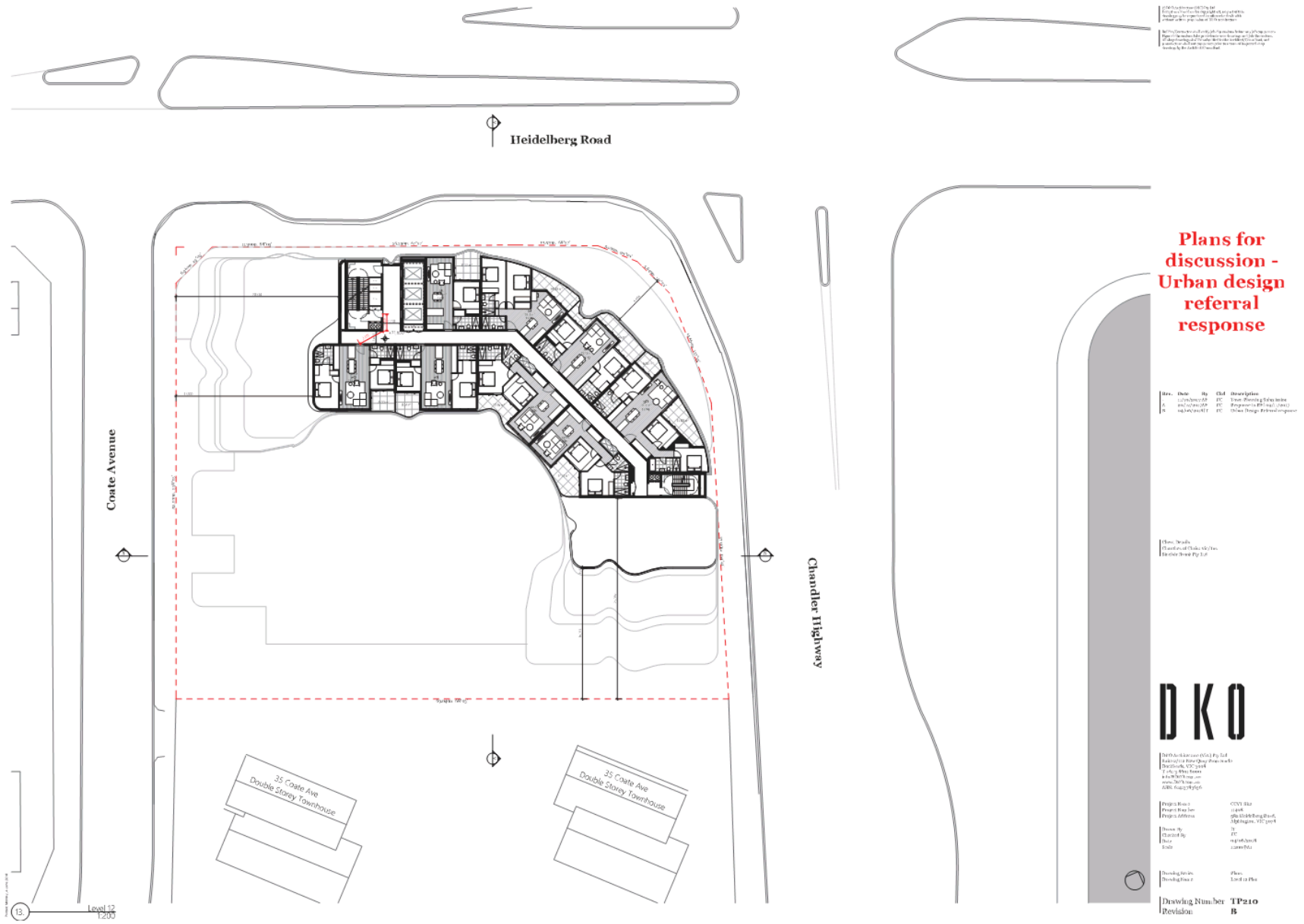
Attachment 2 - Sketch plans



Attachment 2 - Sketch plans



Attachment 2 - Sketch plans



Attachment 2 - Sketch plans



Plans for discussion - Urban design referral response

DKO

Attachment 2 - Sketch plans



Plans for discussion - Urban design referral response

DKO

Drawing Number TP408
Revision B

Attachment 2 - Sketch plans

LEVEL	Office NLA m²	Gym NLA m²	TH 3 Bed	Loft 2 Bed	APT 1 Bed	APT 2 Bed	APT 3 Bed	Total	NSA m²	Circ + Serv GFA m²	Carpark Cars #	Carpark Bikes #	Carpark GFA m²	GFA TOTAL
Basement 2										200	64	48	2130	2330
Basement 1									495	269	65		2112	2876
Ground	319	280	7					7	372	625	28	76	1415	3011
Mezzanine								0	417		22		833	1250
Level 1	663					1		1	441	346	45	24	1508	2958
Level 2					1	6	1	8	792	266	40		1530	2588
Level 3				4	4	8	2	18	1209	237				1446
Level 4					2	12	3	17	1296	227				1523
Level 5					2	12	3	17	1296	227				1523
Level 6					2	12	3	17	1296	227				1523
Level 7					2	12	3	17	1296	227				1523
Level 8					1	8	4	13	1096	220				1316
Level 9					1	8	4	13	1096	224				1320
Level 10					1	7	3	11	934	210				1144
Level 11					1	6	2	9	740	199				939
Level 12					1	6	1	8	620	199				974
Roof														
	982	280	7	4	18	98	29	156	13396	3903	264	148	9528	28244
			4.5%	2.6%	11.5%	62.8%	18.6%							
REQUIRED RESIDENT/STAFF CARS	34.37	13.16	14.00	4.00	18.00	98.00	58.00				240			
REQUIRED VISITOR CARS			0.88	0.50	2.25	12.25	3.63				20			
TOTAL SITE AREA														3729

ASSUMPTIONS

1. 1 carpark per 1B or 2B APTS; 2 carpark per 3B APT or TH; 0.125 visitor carpark per dwelling; 3.5 carpark per 100m² office space; 4.7 carpark per 100m² gym space
2. Balconies & Terraces not included in GFA
3. Assume Office & Gym are at 80% efficiency
4. Townhouse NSA includes enclosed garages

Plans for discussion - Urban design referral response

DKO

Drawing Number TP410
Revision C

Attachment 3 - Landscape Plans



582 HEIDELBERG ROAD, ALPHINGTON VIC 3078

LANDSCAPE CONCEPT

TOWN PLANNING REPORT

OCTOBER 2017

T.C.L

Attachment 3 - Landscape Plans

GROUND FLOOR PLAN

The development site of 582 Heidelberg Road, Alphington is bound by Heidelberg Road to the North, Coates Avenue to the West and Chandler Highway to the East.

To the South lies the Alphington Serviced Appartments. On this southern edge, the development is setback 4.5m (min) from the property boundary. A row of shade tolerant *Corymbia maculata* (Spotted Gums) will provide a green edge to the development and screen the car park and service vents. An understory of low-lying *Calochlaena dubia* (Soft Bracken) will cloak the embankment in lush green whilst leaving the midstory open for visual surveillance.

Townhouses along the Coates Avenue edge of the development have private sunken courtyards. A dense hedge of *Phyllostachy aureosulcata 'spectabilis'* (Yellow Grove Bamboo) growing from the lower level will create a visually appealing outlook for the residents, reduce pedestrian views from the footpath above and allow dappled light through to the living area below. This hardy bamboo can be pruned and tied to maintain the desired vertical form.

At the footpath level a hedge of *Syzyguium australe 'Bush Christmas'* will further add to the residents privacy whilst adding a soft edge to the public realm.

01 Southern deep soil zone
02 Sunken courtyards



Attachment 3 - Landscape Plans



Corymbia maculata (Spotted Gum)

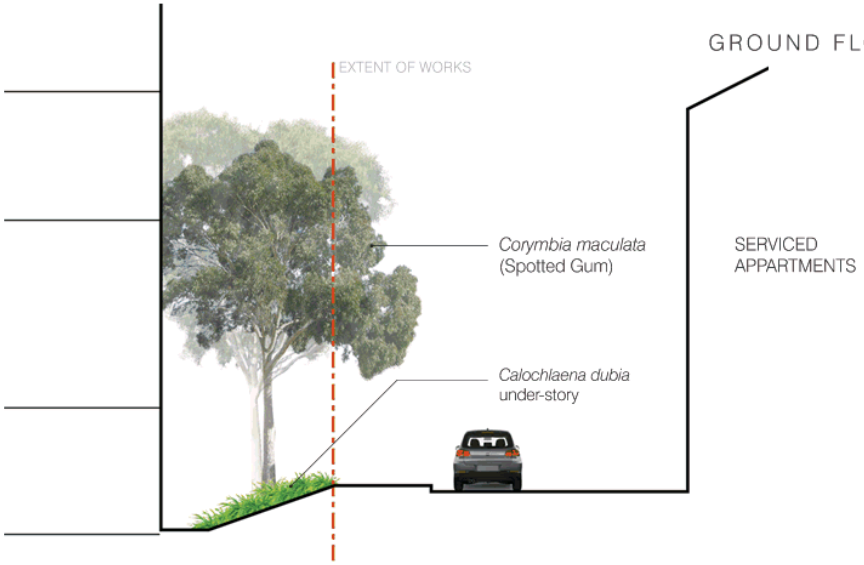


Calochlaena dubia (Soft Bracken)

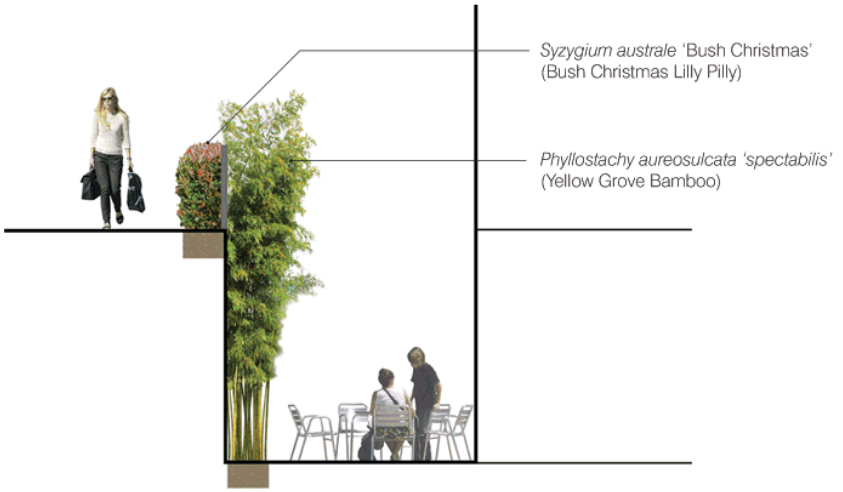


Phyllostachy aureosulcata 'spectabilis'
(Yellow Grove Bamboo)

GROUND FLOOR SECTIONS



SECTION 01 - SOUTHERN INTERFACE 1:100



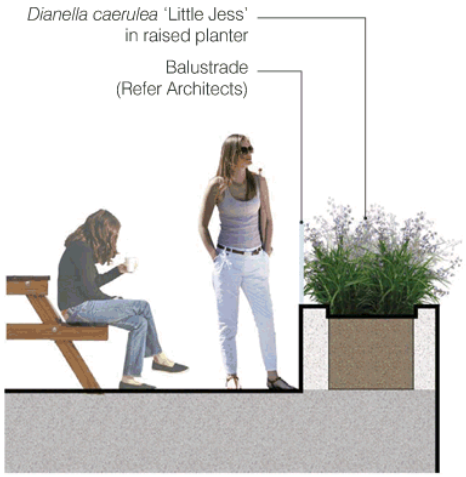
SECTION 02 - SUNKEN COURTYARD 1:50

Attachment 3 - Landscape Plans

LEVEL 2 BALCONY PLANTING

A raised planter edging the balconies of level 2 apartments, in the north-eastern corner of the development, provides a green screen between the residences and the rooftop and traffic below.

Low maintenance and drought tolerant *Dianella caerulea* 'Little Jess' has been selected for its deep green strappy foliage and masses of spring flowers. In addition its low lying nature will allow open views and sunlight access.



SECTION 01 - LEVEL 2 BALCONY PLANTING 1:25

Dianella caerulea 'Little Jess'



1:200 @A3

Attachment 3 - Landscape Plans

PODIUM LEVEL CHARACTER









Pyrus calleryana Chanticleer



Pyrus 'Bursnozam'- Burgundy Snow

The level 3 podium landscape terrace offers an immersive outdoor space for residents and their guests.

The dynamic deck and garden bed form is design both to be viewed from the apartments above and also to offer multiple spaces and experiences within. The curving garden bed walls with inset timber seating provides opportunities for private and small social gatherings.

The central communal deck area is sunken 500mm below the garden bed and adjacent private terraces. The change in level in addition to dense planting will offer the surrounding apartments increased privacy whilst allowing them a visually appealing garden outlook.

To take advantage of strong views over the Yarra River and to the City, and to minimise potential disturbances to residence, the infinity spa is located in the far south-western corner of the podium. Only accessible via the common building, the spa area will be screened with a dense bamboo hedge along the pool fence.

The event shelter with outdoor cooking facilities will provide opportunities for large social gatherings.

The podium's south-western aspect requires a diverse, low-maintenance planting palette, tolerant of a range of light conditions from full-shade to full-sun. A shade loving palette in the north and north-east of the podium will transition to a Mediterranean plant selection to the south south-west.

Hardy small to medium deciduous trees, such as ornamental pears, will provide shade in summer, colourful autumn foliage and vibrant spring blossoms.

Attachment 3 - Landscape Plans



Attachment 3 - Landscape Plans

PODIUM PLANT PALETTE

SHADE-LOVING PLANTING



Alocasia sp.



Molineria capitulata



Colocasia sp.



MEDITERRANEAN PLANTING



Agave sp.



Agave sp.

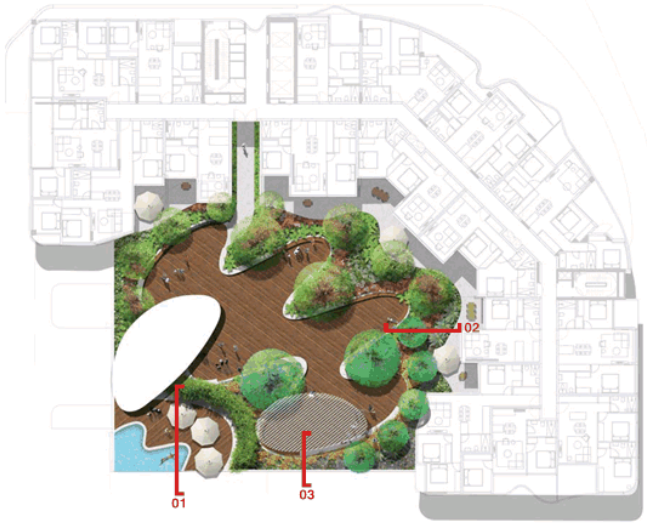


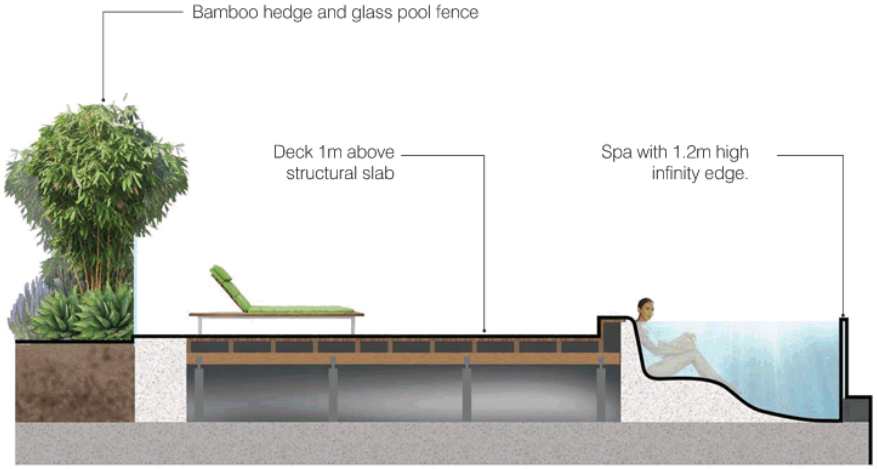
Cordyline sp.



Attachment 3 - Landscape Plans

PODIUM LEVEL SECTIONS





SECTION 01 - INFINITY SPA 1:50

Attachment 3 - Landscape Plans

PODIUM LEVEL SECTIONS



SECTION 02 - PUBLIC - PRIVATE TERRACE 1:50



SECTION 03 - EVENT SPACE 1:50

582 HEIDELBERG ROAD, ALPHINGTON

T.C.L 9

Attachment 4 - Transport for Victoria (formally PTV) Referral Comments

TRANSPORT FOR VICTORIA | Economic Development, Jobs, Transport and Resources

GPO Box 4509
Melbourne VIC 3001 Australia
Telephone: 03 9651 9999
transport.vic.gov.au
DX 210074

File: FOL/18/2759
HTFV: HTFV2018/0133

Amy Hodgen
Town Planner
Yarra City Council
PO Box 168
RICHMOND VIC 3121

Info@yarracity.vic.gov.au

Dear Ms Hodgen,

YARRA PLANNING PERMIT APPLICATION NO.: PLN17/0858
ADDRESS: 582 Heidelberg Road, Alphington
PROPOSAL: Mixed use development with 172 residential dwellings

Thank you for your email dated 21 February 2018 referring the above application to Public Transport Victoria (now Transport for Victoria) pursuant to Section 55 of the *Planning and Environment Act 1987*.

Please be aware that on 19 September 2017 Amendment VC132 to the Victoria Planning Provisions came into effect, which changed the referral authority for Integrated Public Transport Planning (Clause 52.36) from Public Transport Victoria (PTV) to the Head, Transport for Victoria (TfV).

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

1. The permit holder must take all reasonable steps to ensure that disruption to bus operation along both Heidelberg Road and Chandler Highway are kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria eight (8) weeks prior by telephoning 1800 800 007 or emailing customerservice@ptv.vic.gov.au.

2. The existing bus stop and associated infrastructure on Heidelberg Road must not be altered without the prior consent of Public Transport Victoria. Any alterations including temporary works or damage during construction must be rectified to the satisfaction of Public Transport Victoria and at the cost of the permit holder

VICTORIA State Government

Attachment 4 - Transport for Victoria (formally PTV) Referral Comments

Should you have any queries regarding the above, please contact Kelly-Rose Kloester by telephone on 8392 9057 or by email on kelly-rose.kloester@ecodev.vic.gov.au.

Yours sincerely

MARK BURTON
Manager, Place Planning and Referrals
Delegate of the Head, Transport for Victoria

1/3/2018

CC: rbutler@tract.net.au

Attachment 5 - Urban Design Peer Review (Message Consultants)

PLANNING
URBAN DESIGN
COMMUNICATION

MESSAGE

Memorandum

Date: 18 April 2018 **Our ref.:** 18037

To: Amy Hodgen, City of Yarra

From: Message Consultants

Re: **Urban Design Review - 582 Heidelberg Road, Alphington**

Dear Amy

We refer to your instruction for Message Consultants to provide an urban design review of the proposed development at 582 Heidelberg Road, which is the subject of current permit application PLN17/0658.

We have now visited the site and reviewed the plans and relevant planning controls and policy relating to the site and the surrounding area.

This review is based on the plans prepared by DKO Architecture identified as Issue B dated 16 January 2018 and the Urban Context Report dated 8 February 2018.

A summary of our findings is set out below.

Subject site and context

The site is located on the south-west corner of Heidelberg Road and Chandler Highway, with a third frontage to Coate Avenue to the west. It is broadly rectangular in shape, save for the chamfered corner to the Heidelberg Road/Chandler Highway intersection, and has a site area of approximately 3720sqm.

The site is located within a Commercial 1 Zone (C1Z), which applies only to this site. It abuts land in the Neighbourhood Residential Zone (NRZ2) to the south and to the west across Coate Avenue. It is not affected by any overlays.

To the east across Chandler Highway is the former Amcor paper mill site which is contained within the Mixed Use Zone (MUZ) and covered by a Development Plan Overlay (DPO) to guide its redevelopment. To the north across Heidelberg Road is the City of Darebin. Land to the north is mainly within the General Residential Zone (GRZ2) save for some Public Use Zone land (PUZ4) immediately west of Grange Road currently being used as part of the Grange Road level crossing removal project .

The physical context is one in which the site has a series of distinct interfaces to which a development must respond. In particular the site addresses a major highway intersection to the north and east, the higher density comprehensive redevelopment proposed on the Amcor site to the east and an established low rise residential area to the south and west within the NRZ.

It is a context in which substantial built form change is envisaged on the paper mill site alongside major infrastructure works on the Chandler Highway upgrade and Grange Road level crossing removal.

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Figure 1: Site and surrounding zones

The size and configuration of the site, its two main road frontages and proximity to the transformative redevelopment under way to the east make this a location where there is clearly an opportunity for mixed use development at a higher density than the existing low-rise commercial building on the site. However, this potential is tempered by the site's 'stand-alone' nature, separated from the Amcor site by the Chandler Highway, and its abuttal to residential properties and the NRZ.

This advice considers the proposal's response to context in relation to the following:

- The overall site planning and form of the building;
- Building height and massing;
- Ground plane and landscaping;
- Architecture and design quality; and
- Amenity.

Site planning and building form

The site is not subject of any specific built form guidance in the form of a DDO or similar control and therefore, the applicant's architects have sought to derive a site planning and building form approach from the site's context, as set out in the urban context report prepared by DKO.

In general terms the site planning approach is considered sound and logical, in that:

- Commercial space (office and gym) is provided over two storeys wrapping around the Chandler Hwy/Heidelberg Rd Corner;
- The main pedestrian entry to upper level apartments is centrally located on the Heidelberg

Attachment 5 - Urban Design Peer Review (Message Consultants)

Road frontage, close to a bus stop and pedestrian crossings;

- Townhouse dwellings with direct pedestrian entry from the street provide a residential interface to Coate Avenue;
- Vehicle access is provided in a single location towards the southern end of the Coate Avenue frontage with parking located within basement levels or is 'sleeved' by commercial or residential floorspace to the three street frontages where above ground;
- A landscape buffer of at least 4.5m width is provided along the southern boundary, with basement levels set back to enable deep soil planting at this interface.

In terms of building massing, the rationale for the approach taken is clearly articulated in the application documents and is, in principle, a sound one which:

- Establishes a 2-4 storey (allowing for the variation between townhouses and commercial space) 'podium' element which extends to the three street frontages, with a landscape setback from the south; and
- Adopts a C-shaped 'tower' plan above this base which extends along the two main frontages, holding and defining the corner at the major intersection and recessing the upper levels from the south-west.

Generally, this approach is supported as a response to the site's differing interfaces. However, the overall building height and the way in which this scale is moderated towards the site's sensitive interfaces requires further consideration, as discussed below.

Building height and massing

In terms of overall building height of 13 storeys, there is a rationale and some validity in urban design terms to the concept of a building height at the Chandley Highway/Heidelberg Road corner that responds to the scale expected on the opposite corner as part of the Amcor development.

The approved Development Plan for the paper mill site includes a preferred building height of 14 storeys for the corner site with an opportunity for 'landmark built form', stepping down to 5 storeys further south along Chandler Hwy and 6-8 storeys further east along Heidelberg Road.

While we understand that an application has recently been lodged for a 17 storey building on the corner it is not known whether it will be approved at this height. However, it seems sensible to assume a height of at least 14 storeys at the Amcor site corner and stepping down in scale further west and south.

In this context, the question is whether the overall building height on the subject site should reflect the anticipated building scale on the opposite corner or whether it should sit lower as part of a transition in building scale to the NRZ land to the west and south.

Our conclusion is that at 13 storeys (including two taller commercial storeys) at the corner the overall height of the proposal is supportable because:

- It will respond to the scale likely to emerge on the opposite corner to form a strong sense of definition to the southern side of this major intersection, signalling entry to the City of Yarra and a major river crossing;

- The site is of sufficient size to enable the scale to be moderated along its principal frontages to provide a transition in scale to the established residential area; and
- The architecture of the building is of a high quality and sufficiently well resolved across its various facades to provide interest and engagement in longer views on the approach.

Given the nature of the main road environment to the north and east, and the width of these roads, it is considered appropriate for the building to strongly mark and define the corner and that no additional setbacks are necessary.

However, if the overall height is to be accepted at the corner, we consider that a more purposeful transition in scale is needed towards the west and south, to articulate a clearer stepping down in scale to the residential hinterland in a 'townscape' sense and to reduce visual dominance and associated shadow effects for nearby residents. While there are some setbacks at the upper levels from the south and west, we consider these to be somewhat 'token' and insufficient.

The vertical segmentation of the tower form with its undulating balcony edges and the location of the two circulation cores break the upper level form into a series of component volumes when viewed from the two main roads. In creating an improved scale transition, this approach could be developed so that the tower more obviously comprises of three main elements, a central section which emphasises the main road corner, and two wings to the south of the stair core and west of the lift core respectively which are 'subservient' in their massing to the main volume and further eroded towards their edges.

There are various was in which this could be achieved, through a reduction in the height of these wings and/or increase setbacks at the upper levels.

Our recommendation, based on the floorplates proposed is that:

For the southern wing-

- Level 13 south of the stair core is removed
- Levels 11 & 12 south of the stair core are removed and replaced with the floorplate of Level 13
- Level 9 & 10 south of the stair core are removed and replaced with the floorplate of Level 12.

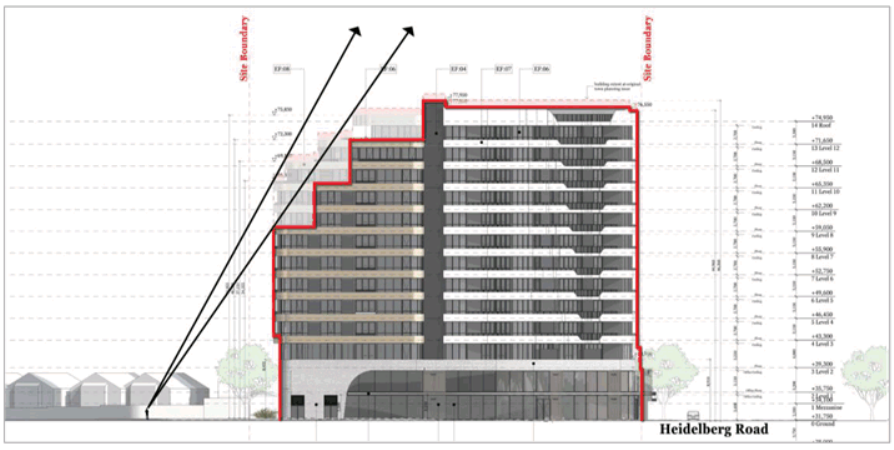


Figure 2: Recommended changes east elevation

The effect of this change is shown on the eastern elevation drawing in **Figure 2**. The result will be a clearer stepping of form down from the main corner volume and a mass which reads at 8 storeys rather than 10/11 storeys when viewed from the private open space of the nearest townhouses to the south.

For the western wing-

- Level 12 west of the lift core is removed
- Levels 10 & 11 are removed and replaced with the floorplate of Level 12
- Level 9 is removed and replaced with the floorplate of level 11.

The effect of this change is shown on the northern elevation drawing below. The result will be a clearer stepping down of form from the main corner volume and a principal mass which reads at 8 storeys rather than 10 storeys when viewed from the opposite side of Coate Avenue. **Figure 3** illustrates this suggestion.

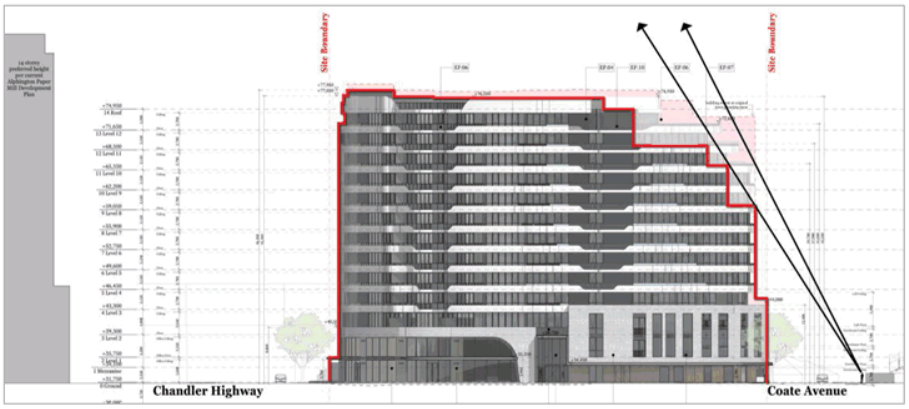


Figure 3: Recommended changes north elevation

Ground plane and landscaping

Generally, the proposed relationship with the adjoining streets at the ground plane is well resolved.

Extensive double-height glazed frontages to the main intersection provide the potential to activate this somewhat hostile environment and are of a scale that will be able to be read from a moving vehicle.

The main pedestrian entry is clearly signalled within the building's architecture on the principle frontage and the finer grain townhouses with individual entries are well suited to the residential side street environment along Coate Avenue. As ever, the success of the ground plane treatment will depend on close attention to detail in the resolution of elements such as service cupboards and substations. While these appear to have been addressed in the plans, greater detail at a more readable scale should be required by condition if a permit is issued to ensure the overall quality of the development is not diluted by these elements at the street edge.

Attachment 5 - Urban Design Peer Review (Message Consultants)

The landscape approach articulated in the proposals prepared by TCL appears appropriate and well thought out, providing in particular a planted buffer to the south and integrated planting to the townhouse courtyards to the west.

Design quality

The overall design quality and architecture is of a high standard and, subject to an appropriate moderation of the overall scale/massing recommended previously, would be a positive addition to this area.

The proposal demonstrates a sophisticated approach to the management of the overall form, with solid brick elements to the lower levels and elegant sculpted balcony banding to the upper levels.

The horizontal banding to the tower is offset by vertical recesses and the changing profile of balcony upstands across the main facades to achieve a dynamic overall effect and balance of vertical and horizontal proportions.

Care should be exercised in the final selection of materials to ensure that the finishes are robust and durable and elements such as the white coloured balcony undersides are treated to avoid any build up of dirt, given the high traffic volumes past the site. This can be the subject of a permit condition.

Amenity considerations

On-site amenity

Council officers will no doubt undertake a detailed assessment of the proposal against the Clause 58 apartment standards. However, in general terms the proposal appears to provide a good choice of apartments with appropriate liveability and amenity and useable balcony areas, complemented by a generous communal outdoor area at Level 3.

A query has been raised regarding daylight access to the basement level of townhouses along Coate Avenue. The aperture to the courtyard outside these spaces is limited in area and as a result it is likely that internal daylight levels will be relatively low. However, given that these rooms appear to function as a secondary living area, with the main living area/dining/kitchen provided at ground level, this is considered acceptable.

Off-site amenity

Dwellings to the south are set at an angle to the common boundary at a distance of at least 5.8m from the site. They present a side elevation, including habitable room windows to the subject site, with private open space courtyards to the east and west. The access driveway and common landscaped areas occupy the setback area.

Generally, the configuration of the proposal has avoided significant amenity impacts on these residences, with the exception of overshadowing to the POS of the north eastern unit in the middle of the day (fully overshadowed at 1pm and 2pm at 12 September). This shadowing impact is excessive and should be reduced. The suggested modifications to the massing of the

southern wing of the building will assist in this.

The configuration and massing of the proposal has also sought to manage the visual bulk presented to these properties. However, as discussed earlier, further moderation of the southern wing of the building is considered necessary to achieve a more comfortable transition to these properties and reduce the appearance of building bulk.

The separation between the proposed building and windows and open spaces to the south means that no unreasonable overlooking would occur.

Dwellings to the west across Coate Avenue face the site across the street and their front gardens and, whilst some shadowing would reach their rear and side POS areas at 9am at the equinox, the shadow moves off these areas by 10am.

The changes recommended to moderate the massing of the western wing of the proposal will further reduce this effect and the visual presence of the building within the Coate Avenue streetscape.

Conclusions

The proposed development is, in the main, a well-designed response to the site's context, opportunities and constraints. However, whilst the overall height is supportable at the Heidelberg Road/Chandler Highway intersection, changes are required to the massing of the tower element to reduce its scale to the south and west to achieve a suitable transition to the low-rise residential area. The recommendations at Figure 2 and Figure 3 illustrate how the current design could be amended to achieve this aim.

We trust this advice is of assistance. Please contact our office if there are any queries.

Message Consultants Australia Pty Ltd

18 April 2018

Attachment 6 - Open Space Unit Referral Comments

Memo

To: Amy Hodgen

Cc: Carrie Lindsay, Clare Lee

From: Craig Lupton, Fiona O'Byrne

Date: 21 March 2018

Subject: PLN17/0858 – 582 Heidelberg Road Alphington

diverse

vibrant

exciting

inclusive

Hi Amy,

The streetscapes and Natural Values Team provides the following comments in relation to PLN17/0858 – 582 Heidelberg Road, Alphington:

- The tree removal recommendations in the Arboricultural Assessment and Report are supported.
- Tree 8 is proposed for removal and meets the criteria for a 'significant tree' and will therefore require a permit under General Local Law (2016).
- It is recommended that a locally indigenous form of *Eucalyptus Leucoxylon ssp. connata* (Melbourne Yellow Gum) replaces *Corymbia maculata* (Spotted Gum) as the preferred tree to be planted along the southern boundary of the proposed development. The use of locally indigenous trees will enhance urban biodiversity values.
- The applicant is encouraged to undertake a maintenance feasibility assessment of the proposed southern boundary planting. In particular is the proposed path of sufficient width to satisfactorily maintain a row of Eucalypts that are capable of growth heights of 15m + and widths of 10m + under favourable conditions.
- The applicant should consider installing strata cells or structural soils under adjacent structures to increase soil volume to improve tree stability and maximise canopy growth potential for the row of Eucalypts along the southern boundary.
- It is requested that the applicant provide soil volume data and dimensions for all proposed planter boxes. This will enable the requirements of proposed plant species to be assessed prior to planter box allocation.
- The two street trees on Heidelberg Road *Ulmus parvifolia* (Chinese Elms) will be retained and must be protected during construction works. An Asset Protection Permit Bond of $10,000 (ex

Attachment 6 - Open Space Unit Referral Comments

GST) should be applied to the trees to offset the cost of repairing any damage incurred during construction.

- The Landscape Concept Plan doesn't show the two (2) existing street trees (*Hakea* spp.) in Coate Avenue adjacent to the development site. They Architectural Drawings show they are to be retained. The trees are small and do not provide much shade or amenity to the street and therefore it is suggested they are removed and replaced with three new trees as shown on the Landscape Concept Plan. Given there are no powerlines on the east side of the street, the opportunity exists to replace with a species that will provide a broader canopy to provide shade and enclose the street. A native deciduous species such as *Melia azedarach* (White Cedar low fruiting variety) is recommended and will also allow for maximum sunlight penetration into the apartments during the cooler months.

- There is an opportunity to replace the existing four (4) small street trees (*Hakea spp*.) on the western side of Coate Avenue with *Melia azedarach* (White Cedar). It is recommended that the applicant contribute to the local amenity by covering the cost of planting seven (7) *Melia azedarach* (White Cedar) in total. Planting will be carried out by Council's tree planting contractor when construction is completed. The cost to supply and install and undertake establishment maintenance for two years is $4090 (ex GST).

The Open Space Planning and Design Team provides the following comments in relation to PLN17/0858 – 582 Heidelberg Road, Alphington:

- Further detail is requested on the proposed event shelter (height, materials etc.)
- Further detail is requested on the proposed communal building/spa entry. There is a car park exhaust located within this communal building. Can further detail be provided on the amenity impact of this for the podium users (fumes, noise etc.)
- Further detail is requested on the proposed fencing around the infinity spa (height, gate location etc.)

Landscape plan requirements apply, including:

- Plants identified by genus and species
- Number of plants
- Pot sizes at planting
- Tree sizes at maturity
- Planter details, dimensions of planters, proposed planting media, irrigation and drainage.

Proposed paving materials:

- Feature paving at the entrances on Heidelberg Road, Coate Avenue and Grange Road should be to City of Yarra standards (not City of Darebin standards, as noted on the plans).
- Any feature paving at ground level should be sawn bluestone.
- Further detail on Yarra paving materials palette can be found in Yarra's Public Domain Manual (refer to Section 4.1.3: https://www.yarracity.vic.gov.au/-/media/files/roads/technical-notes/yarra-city-council-public-domain-manual-technical-notes.pdf).

Please let me know if you require any further information.

Kind Regards

Carrie Lindsay
Coordinator Open Space Planning & Design

Attachment 7 - Environmental Sustainable Development Officer Referral Comments

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, 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 DKO Architects (prepared 11/10/2017) and the accompanying SMP, prepared by Wood and Grieves (prepared 7th February).

Attachment 7 - Environmental Sustainable Development Officer Referral Comments

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



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Attachment 7 - Environmental Sustainable Development Officer Referral Comments

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council



Assessment Summary:

Responsible Planner:		Amy Hodgen	
ESD Advisor:		Euan Williamson	
Date:	13.03.2018	Planning Application No:	PLN17/0858
Subject Site:		582 Heidelberg Road, Alphington.	
Site Area:	Approx. 3,887m^2	Site Coverage:	100%
Project Description:		14 storey mixed use development.	
Pre-application meeting(s):		None.	

The standard of the ESD 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:

- Access to ventilation is good to most dwellings.
- Good daylight access good to most dwellings.
- Average 6 Star NatHERS thermal energy ratings for dwellings. Gym and retail areas to be 20% improvement on NCC energy efficiency standards.
- A 10 kW solar PV array to contribute to onsite electricity consumption.
- A MUSIC model demonstrating best practice has been submitted that relies on ~1,701m^2 of roof connected to 30,000 litres of rainwater storage for landscape irrigation and 2,180m^2 of podium and terrace landscape areas filtered through 25m^2 of raingarden. An additional 25,000 litres of stormwater detention completes the stormwater management system.
- Energy efficient hot water, heating/cooling and lighting.
- Water efficient fixtures and taps.
- Extensive common areas and landscaping.

(2) Application ESD Deficiencies:

- The carpark exhaust is located in the common area podium garden. Recommend that the carpark exhaust is relocated away from the common area garden and is filtered to remove carpark pollutants.
- It appears on the detailed dwelling plans that some bedrooms do not have operable windows. Ensure that all habitable rooms have an operable window to facilitate natural ventilation.
- 146 secure bicycle parking spaces on ground floor and carparking levels for staff, residents and visitors. Recommend increasing the number of residential, staff and visitor bike spaces to 175 for residents, 13 of staff plus visitor bike parking spaces.

(3) Outstanding Information:

- There are large areas of glazing exposed to summer sun angles but the cooling loads provided show that the maximum 21MJ/m^2 cooling load will not be exceeded. Please provide additional sample NatHERS ratings for dwelling Type 1E, 3H and 3D – and demonstrate that cooling loads do not exceed the 21MJ/m^2 threshold.
- Please show the location of the 25m^2 of raingarden on the landscape plans and on the architectural drawings, and the location and approximate size of the 25,000 litre detention tank on architectural plans also. The 30,000 litre tank is clearly identifiable.

Attachment 7 - Environmental Sustainable Development Officer Referral Comments

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council



(4) ESD Improvement Opportunities

- Consider a 7 Star NatHERS thermal energy efficiency standard.
- Consider a larger solar PV array to cover more of the onsite electricity consumption.
- Consider providing composting for organic residential waste.
- Recommend comprehensive commissioning and tuning of all major appliances and building services.
- Recommend that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.

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 7 - Environmental Sustainable Development Officer Referral Comments

1. Indoor Environment Quality (IEQ)

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Access to ventilation is good to most dwellings. Single sided dwellings have reasonable access to natural ventilation.	Recommend that the carpark exhaust is relocated away from the common area garden and is filtered to remove carpark pollutants. It appears on the detailed dwelling plans that some bedrooms do not have operable windows. Ensure that all habitable rooms have an operable window to facilitate natural ventilation.	2
Daylight & Solar Access	Good daylight access good to most dwellings.	Daylight standards to the subsurface living rooms in the townhouses are passable, with good access across the townhouses as a whole.	1
External Views	External views from all rooms and common areas.	-	1
Hazardous Materials and VOC	Low-VOC paints, adhesives, sealants, carpets and flooring, wall & ceiling coverings. Low formaldehyde content timber products.	-	1
Thermal Comfort	Good thermal comfort is determined through a combination of good access to ventilation, balanced passive heat gains and high levels of insulation. The application proposes: - Good natural ventilation (mixed mode) - Reasonable shading proposed - Average thermal efficiency standards.	Please refer to section on, *NCC Energy Efficiency Requirements Exceeded* and *Effective Shading*	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 7 - Environmental Sustainable Development Officer Referral Comments

2. Energy Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	Average 6 Star NatHERS ratings for dwellings. Gym and retail areas to be 20% improvement on NCC energy efficiency standards.	Please provide additional sample NatHERS ratings for dwelling Type 1E, 3H and 3D – and demonstrate that cooling loads do not exceed the 21MJ/m^2 threshold. Consider a 7 Star average NatHERS standard.	3
Hot Water System	Centralised instantaneous gas hot water (5 Star min).	-	1
Peak Energy Demand	Peak demand reduced through various initiatives.	-	1
Effective Shading	There are large areas of glazing exposed to summer sun angles but the cooling loads demonstrate that the maximum 21MJ/m^2 cooling load will not be exceeded.	Please provide additional sample NatHERS ratings for dwelling Type 1E, 3H and 3D – and demonstrate that cooling loads do not exceed the 21MJ/m^2 threshold.	3
Efficient HVAC system	Reverse-cycle split systems (minimum 4 Star) and a centralised VRV system	-	1
Efficient Lighting	Energy efficient LED lighting.	-	1
Electricity Generation	A 10 kW solar PV array to contribute to onsite electricity consumption.	Consider a larger solar PV array to cover more of the onsite electricity needs.	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

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

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	Water efficient taps and fittings throughout, including: - 4 Star toilets - 5 Star tapware - 3 Star showers <7.5 litres/min - 4 Star dishwashers & washing machines	-	1
Water for Toilet Flushing	A 30,000 litre rainwater tank connected to toilets for flushing & landscape irrigation.	-	1
Water Meter	Water metering for all separate dwellings, retail and major common area uses.	-	1
Landscape Irrigation	Provided by rainwater.	-	1
Other	-	-	-

*** 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

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 MUSIC model demonstrating best practice has been submitted that relies on ~1,701m^2 of roof connected to 30,000 litres of rainwater storage for landscape irrigation and 2,180m^2 of podium and terrace landscape areas filtered through 25m^2 of raingarden. An additional 25,000 litres of stormwater detention completes the stormwater management system.	Please show the location of the 25m^2 of raingarden on the landscape plans and on the architectural drawings, and the location and approximate size of the 25,000 litre detention tank on architectural plans also. The 30,000 litre tank is clearly identifiable.	3
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	25,00 litres of rainwater tanks detailed above will act 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 7 - Environmental Sustainable Development Officer Referral Comments

5. Building Materials

Objectives:

- to minimise the environmental impact of materials used by encouraging the use of materials with a favourable lifecycle assessment.

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No specific commitment has been provided.	Consider recycled materials in building materials such as insulation.	4
Embodied Energy of Concrete and Steel	No specific information has been provided.	Consider recycled water and post-industrial process materials, such as slag or fly ash to reduce the % volume of Portland cement.	4
Sustainable Timber	Sustainable timber sourced with FSC or PEFC certification.	Consider FSC accredited sustainable timber or recycled timber only.	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	PVC used will meet best practice guidelines.	-	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 7 - Environmental Sustainable Development Officer Referral Comments

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Car parking throughout podium and basement levels.	-	1
Bike Parking Spaces	146 secure bicycle parking spaces on ground floor and carparking levels for staff, residents and visitors	Recommend increasing the number of residential, staff and visitor bike spaces to 175 for residents, 13 of staff plus visitor bike parking spaces.	2
End of Trip Facilities	End of trip facilities provided.	-	1
Car Share Facilities	No information has been provided.	-	1
Electric vehicle charging	Electric vehicle charging facilities provided.	-	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: 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 7 - Environmental Sustainable Development Officer Referral Comments

7. Waste Management

Objectives:

- to ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development
- to ensure long term reusability of building materials.
- to meet Councils' requirement that all multi-unit developments must provide a Waste Management Plan in accordance with the *Guide to Best Practice for Waste Management in Multi-unit Developments 2010*, published by Sustainability Victoria.

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	A CWMP with a minimum 60% recycling/reuse target for construction and demolition waste.	-	1
Operational Waste Management	General waste and recycling waste. Dual waste chutes provided.	Consider providing composting for organic residential waste	4
Storage Spaces for Recycling and Green Waste	Area for bins, including recycling, can be identified on the plans.	-	1
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 7. Waste Management
Construction and Waste Management www.sustainability.vic.gov.au
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

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 to podium courtyard and ground floor surrounding the building.	-	1
Heat Island Effect	No specific information has been submitted.	-	1
Communal Spaces	Extensive communal spaces and facilities.	-	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: 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 7 - Environmental Sustainable Development Officer Referral Comments

9. Innovation

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	-	-	-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 9. Innovation
Green Building Council Australia www.gbca.org.au
Victorian Eco Innovation lab www.ecoinnovationlab.com
Business Victoria www.business.vic.gov.au
Environment Design Guide www.environmentdesignguide.com.au

Attachment 7 - Environmental Sustainable Development Officer Referral Comments

10. Construction and Building Management

Objective:

- to encourage a holistic and integrated design and construction process and ongoing high performance

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	No information has been provided.	Recommend comprehensive commissioning and tuning of all major appliances and building services.	4
Building Users Guide	A Building Users Guide will be provided explaining optimal usage of building services and sustainability features and common areas.	-	1
Contractor has Valid ISO14001 Accreditation	-	-	-
Construction Management Plan	No information has been provided.	Recommend that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.	4
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

Attachment 7 - Environmental Sustainable Development Officer Referral Comments

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 8 - Engineering Services Unit Referral Comments

CITY OF YaRRA

MEMO

To:	**Amy Hodgen**	
From:	**Mark Pisani**	
Date:	**28 February 2018**	
Subject:	**Application No:**	**PLN17/0858**
	Description:	**Major Development**
	Site Address:	**582 Heidelberg Road, Alphington**

I refer to the above Planning Application received on 10 January 2018 and the accompanying report prepared by GTA Consultants in relation to the proposed development at 582 Heidelberg Road, Alphington. 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	20	1 space per dwelling	20	20
Two-bedroom dwelling	114	1 space per dwelling	114	114
Three-bedroom dwelling	38	2 spaces per dwelling	76	76
Residential visitors	172 dwellings	1 space per 5 dwellings	34	22*
Office	982 m^2	3.5 spaces per 100 m^2 of net floor area	34	31**
Indoor Recreation Facility (Gymnasium)	280 m^2	Rate Not Specified	To the satisfaction of the Responsible Authority	1
		Total	**278 Spaces + Parking for indoor recreation facility**	**264 Spaces**

***** The 22 on-site visitor spaces would be shared amongst residential visitors, office clients and patrons of the gymnasium.

****** The 31 on-site spaces allocated to office employees.

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 8 - Engineering Services Unit Referral Comments

- *Parking Demand for the Residential Dwellings*. Parking for the residential dwelling has been provided at the statutory parking rate.
- *Parking Demand for Residential Visitors*. Peak parking for residential visitors generally occurs on weekday evenings and at weekends. Applying an established empirical peak residential parking rate of 0.12 spaces per dwelling for the 172 dwellings would result in a parking demand of 21 spaces. During normal business hours, the visitor parking rate would be much less than the 0.12 spaces per dwelling. Daytime visitor parking would be around 0.07 spaces per dwelling, which would result in 12 spaces. The provision of 22 visitor parking spaces would be shared by residential visitors, office clients and patrons of the gymnasium and is considered adequate. Any residential visitor parking overflow can be accommodated off-site.
- *Parking Demand for Office Use*. The office parking allocation of 31 spaces would be for staff. The parking demand of three office visitor parking (10% of the total office parking demand) would be contained within the shared visitor parking allocation.
- *Parking Demand for the Gymnasium*. GTA Consultants have sourced the NSW Road & Maritime Services' Guide to Traffic Generating Developments which provides a gymnasium parking rate of 4.5 spaces per 100 square metres of gross floor area. Applying this rate would equate to 12 spaces. This parking rate is considered a little high, and the actual parking demand may be lower. It is possible that some of the patronage to the gymnasium would be drawn from the offices and residences within the development.
- *Variation of Car Parking Demand over Time*. GTA have provided a summary of the variation in the visitor parking demand at the site. It is agreed that residential visitor parking would peak in the evenings. However, we disagree that gymnasium parking would not be generated during weekday evenings. In the event of any parking overflow during weekday evenings, this would need to be accommodated on-street.
- *Availability of Public Transport in the Locality of the Land*. The site is within walking distance of bus services operating along Heidelberg Road and Chandler Highway. The Fairfield and Alphington railway stations are several hundred metres from the site and can be accessed by foot.

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*. GTA Consultants have not provided any information on the availability of parking in the surrounding area or whether any parking overflow from the site could be accommodated on-street. Coate Avenue contains 2P parking restrictions operating from 7:00am to 7:00pm Mondays to Fridays. The majority of residential properties in the street have off-street parking. During weekday evenings, on-street parking spaces should be available.
- *Relevant Local Policy or Incorporated Document*. The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of residential visitor, office and gymnasium parking spaces is considered appropriate in the context of the development and the surrounding area. The bulk of the parking demand for the development can be comfortably accommodated on-site. Any short-stay parking overflow that may be generated could be accommodated on-street.

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

Attachment 8 - Engineering Services Unit Referral Comments

TRAFFIC GENERATION

Trip Generation

The traffic generation for the site adopted by GTA Consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Residential (172 dwellings)	0.35 trips per dwelling in each peak hour Based on approved Development Plan for AMCOR	60	60
Office 982 m^2	2.0 trips per 100 m^2 in each peak hour. Based on approved Development Plan for AMCOR	20	20
Gymnasium 280 m^2	3.0 trips per 100 m^2 in each peak hour. Based on NSW RMS Guidelines	8	8
	Total	**88**	**88**

Distribution of Development Traffic

The following traffic distribution assumptions were adopted:

Direction	Proportion	Arterial Route
North	10%	Grange Road
South	10%	Chandler Highway
East	30%	Heidelberg Road
West	50%	Heidelberg Road

For the purpose of assessing the traffic impacts of the development, the above assumptions are considered reasonable.

Intersection Analysis

The traffic impact of the Heidelberg Road/Coate Avenue intersection was assessed by GTA Consultants using the SIDRA program, which measures intersection performance. SIDRA modelling works well under free flowing traffic conditions and may have limitations, such as queuing of downstream traffic. The intersection analysis was done for the base or existing traffic conditions and for post development conditions which incorporated the modelling previously undertaken for the Alphington Paper Mill Site.

The results of the intersection modelling recorded an anomaly for the south approach of Coate Avenue (the right turn movement onto Heidelberg Road), whereby this movement had exceed capacity during the PM peak hour. According to GTA, this is attributed to SIDRA not being able to detect gaps in stationary traffic queues to allow motorists to enter the traffic stream (in this case, Heidelberg Road). In the PM peak hour, the expected development traffic making the right turn onto Heidelberg Road is 28 trips. The storage of the right turn slot in the Heidelberg Road median can accommodate one to two cars. According to GTA's on-site observations of traffic conditions at the intersection during a weekday PM peak hour, stationary traffic queues were observed to extend beyond Coate Avenue (for the eastbound traffic queue on Heidelberg Road). In light of the above, traffic should be able to exit Coate Avenue satisfactory and without long delays.

The results of the post development modelling suggest that the Heidelberg Road/Coate Avenue intersection will operate satisfactorily.

Attachment 8 - Engineering Services Unit Referral Comments

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The 6.4 metre wide entrance satisfies *Design standard 1- Accessways* of Clause 52.06-9 and the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	A visibility splay has been provided for the exit lane of the entrance in accordance with *Design standard 1*.
Headroom Clearance	Headroom clearance at entrance and at critical points along the internal ramps has not been dimensioned.
Vehicle Turning Movements – Development Entrance	The swept path diagrams for a B99 design vehicle and an oncoming B85 design vehicle satisfactorily demonstrate vehicle turning and passing movements at the entrance via Coate Avenue.
Internal Ramped Accessways	The 6.4 metre wall-to-wall widths of the internal ramps satisfy AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the at-grade parking spaces (4.9 metres by 2.6 metres) satisfy *Design standard 2: Car parking spaces*.
Tandem Parking Sets	The lengths of the tandem parking sets (10.3 metres) also satisfy *Design standard 2*.
Double Garages	The dimensions of the double garages (6.0 metres by 5.5 metres) satisfy *Design standard 2*.
Accessible Parking Space	With the exception of the length (which satisfies *Design standard 2*), the accessible parking spaces and shared areas satisfy the Australia/New Zealand Standard AS/NZS 2890.6:2009.
Aisles	The 6.4 metre wide aisles satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Not dimensioned on the drawings.
Clearances to Walls	Clearances of 300 mm have been provided to spaces abutting walls and are in accordance with Design standard 2.
Blind Aisle Extensions	Blind aisle extensions range from 0.985 metres to 1.0 metre and are considered satisfactory.
Gradients	
Ramp Grade for First 5.0 metres inside Property	The ramp grade within the first 5.0 metres inside the property is 1 in 12 and satisfies *Design standard 3: Gradients*.
Ramp Grades and Changes of Grade	The ramp grades and the changes of grade for the ramped accessway and the internal ramps satisfy *Design standard 3*. However, the ramp grade sections have not been dimensioned on the drawings.

Attachment 8 - Engineering Services Unit Referral Comments

Item	Assessment
Other Items	
Vehicle Entry and Exit Movements Double Garages	The swept path diagrams for a B85 design vehicle entering and exiting the garages are considered satisfactory. An additional correction manoeuvre would be required for vehicles entering and exiting one of the garages – permissible under AS/NZS 2890.1:2004 for long-stay resident parking.
Vehicle Entry and Exit Movements into Spaces adjacent to Blind Aisle Ends	The submitted swept path diagrams for vehicles entering and exiting bays adjacent to blind aisle ends are considered satisfactory.
Loading Bay	The dimensions of the loading bay (3.6 metres by 7.6 metres) satisfy Clause 52.07 – *Loading and Unloading of Vehicles*.
Vehicle Entry and Exit Movements Loading Bay	The swept path diagrams for a 6.4 metre Small Rigid Vehicle and a 6.34 metre waste collection vehicle into and out of the site and into and out of the loading bay are considered satisfactory.

Design Items to be Addressed

Item	Details
Headroom Clearance	To be dimensioned on the drawings at the entrance and at critical points along the internal ramps (measured perpendicular to the ramp grade). Headroom clearance should be a minimum of 2.1 metres throughout the car parks and 2.5 metres above accessible parking spaces.
Column Depths and Setbacks	To be dimensioned on the drawings and satisfy *Diagram 1 Clearance to car park spaces* of Clause 52.06-9.
Ramp Grades	Each ramp grade length and transition grade should be dimensioned on the drawings.
Proposed Canopy and Sight Lines of Traffic Signals – Chandler Highway (North Bound)	The applicant must ensure that the proposed canopy does not obstruct a driver's sight lines of the traffic signal lanterns at the Heidelberg Road/Chandler Highway intersection for north bound traffic on Chandler Highway.

PROPOSED REMOVAL OF ROAD HUMP

The applicant proposes to relocate the existing road hump in Coate Avenue in order to provide the new access point to the property. A site inspection of Coate Avenue revealed that there is very little opportunity to install a new road hump to another location in the street due to the large number of vehicle crossings and the limited opportunity to install a road hump underneath a street light. In lieu of a road hump, it is recommended that a raised pavement threshold treatment be installed at the northern end of Coate Avenue. A design for the raised pavement threshold, including associated drainage, is to be prepared and submitted to Council for assessment and approval.

The removal of the road hump would require the reinstatement of full depth road pavement to Council's engineering requirements.

The above works will be funded by the Permit Holder.

Attachment 8 - Engineering Services Unit Referral Comments

IMPACT ON COUNCIL ROAD ASSETS

The construction of the new buildings, the provision of underground utilities and construction traffic servicing and transporting materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site.

It is essential that the developer rehabilitates/restores laneways, footpaths, kerbing and other road related items, as recommended by Council, to ensure that the Council infrastructure surrounding the site has a high level of serviceability for residents, employees, visitors and other users of the site.

ENGINEERING CONDITIONS

Civil Works

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

- The footpath along the property's Coate Avenue, Heidelberg Road and Chandler Highway road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The kerb and channel along the property's Coate Avenue, Heidelberg Road and Chandler Highway road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The nature strips surrounding the site must be cultivated and top dressed to Council's satisfaction and at the Permit Holder's cost.
- A new raised pavement threshold treatment to be constructed at the Coate Avenue Heidelberg Road intersection to Council's satisfaction and at the Permit Holder's cost. The detailed design of the raised pavement threshold treatment is to be incorporated into the overall detailed design of civil infrastructure and public realm works surrounding the development.
- All redundant vehicle crossings must be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost.
- The existing road hump in Coate Avenue must be demolished and reinstated with full depth road pavement to Council's satisfaction and at the Permit Holder's cost.
- The vehicle crossing servicing the development entrance on the east side of Coate Avenue must be constructed to Council's satisfaction. Materials to be used must comply with Council's *Infrastructure Road Materials Policy*. The vehicle crossing must satisfy the vehicle ground clearance requirements for the B99 design vehicle. The telecommunications pit within the area of the new crossing is to be provided with a heavy duty lid.
- The half width road pavement of Coate Avenue, outside the site's frontage, must be profiled (grinded up to 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- The splay at the north west corner of the site must be maintained at ground level, including all subsurface levels.

Public Lighting (on Roads)

- The existing electrical pole and street light on the west side of Coate Avenue (pole No. AO14752) must be replaced with an alternative luminaire to eliminate light spill into the habitable windows of the new dwellings, to the satisfaction of the relevant power authority. The supply and installation of the replacement luminaire are to be funded by the Permit Holder.

Attachment 8 - Engineering Services Unit Referral Comments

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- 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 or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

NON-PLANNING ADVICE FOR THE APPLICANT

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.

Preparation of Detailed Road Infrastructure Design Drawings

The developer must prepare and submit detailed design drawings of all road infrastructure and drainage works associated with this development for assessment and approval. The design must provide reduced levels to ensure that external ground surfaces within private properties that are publicly trafficable are flush with Council footpaths.

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Contaminated ground water seepage into basements from above the water table must be discharged to the sewer system through a trade waste agreement with the relevant authority or in accordance with EPA guidelines.

Attachment 8 - Engineering Services Unit Referral Comments

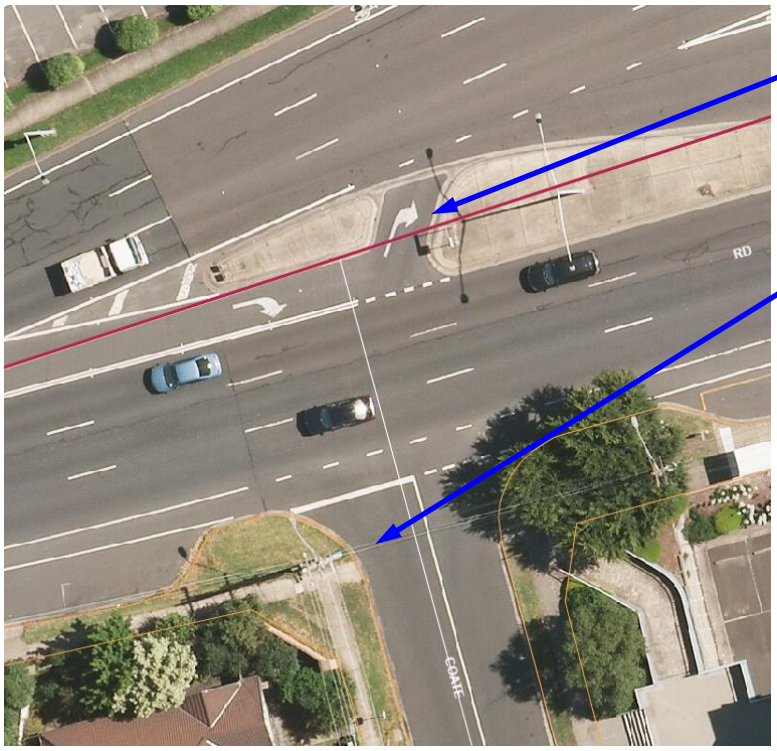
- Contaminated groundwater from below the water table must be discharged to the sewer system through a trade waste agreement from the relevant sewer authority.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

ADDITIONAL INFORMATION PROVIDED BY CONSTRUCTION MANAGEMENT
General Construction Activity Comments

- All road pavement reinstatements must be consolidated as single full-width areas of reinstatement to reduce further construction joints in the pavement.
- Redundant pits/services to be removed and Council assets to be reinstated.
- Comment from Council's Open Space branch should be sought in relation to existing street trees along Heidelberg Road that would be potentially impacted on by the proposed building and canopy.
- Clearances between the building canopy and street lamp posts on Heidelberg Road and Chandler Highway are to be shown on plans. Minimum clearances should be confirmed by the relevant power authority.
- Public Transport Victoria must be consulted with respect to the bus stop infrastructure. PTV to confirm if they are satisfied with the proximity of the building canopy to the bus shelter for the bus stop on the south side of Heidelberg Road.
- A Section 173 agreement should be drafted to ensure that applicant maintains, and is liable for, external ground floor surfaces that are publicly trafficable within the property.
- Pedestrian tactile surface indicators to be retained, or replaced where appropriate, on footpaths surrounding the site.
- Fire exit doors should be recessed and out swinging doors should not protrude beyond the title boundary.
- Confirmation should be sought from Citipower regarding the suitability of locating the substation along site's Chandler Highway frontage. It should be noted that there is a fire hydrant at that location.

Intersection of Heidelberg Road/Coate Avenue

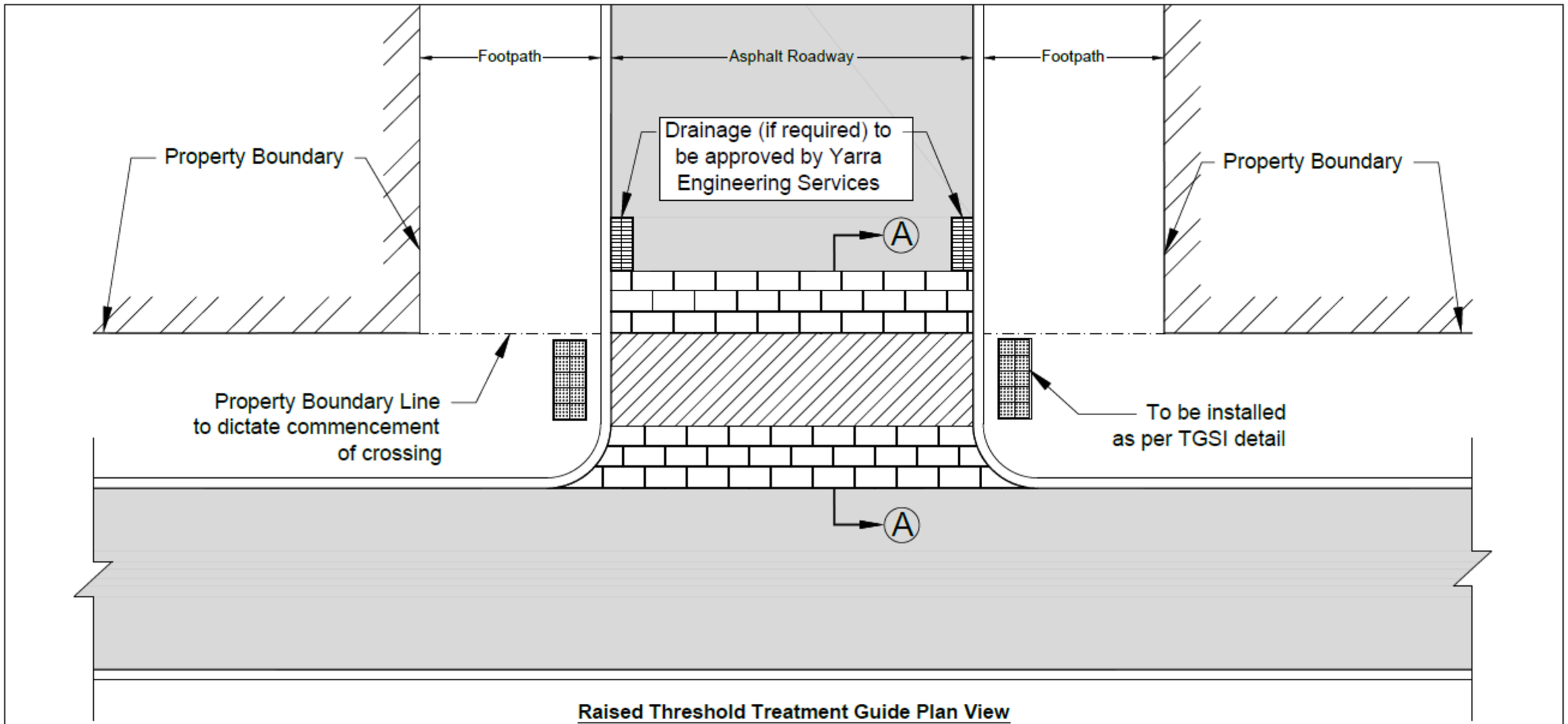
Attachment 8 - Engineering Services Unit Referral Comments



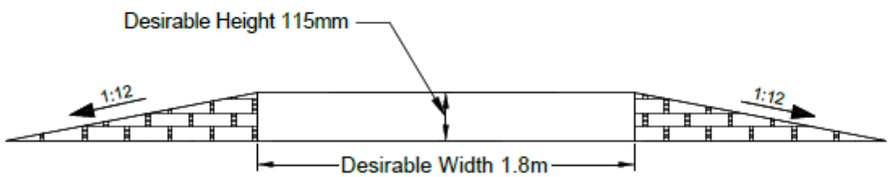
Right Turn Storage for one to two cars

Approximate location for recommended raised pavement threshold treatment

Attachment 8 - Engineering Services Unit Referral Comments

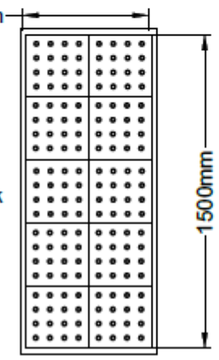


Raised Threshold Treatment Guide Plan View
Scale - 1:75



Section A-A
Scale - 1:25

Note:
To be installed **300mm** from back of Kerb



TGSI Detail
Scale - 1:25

Notes:

1) Vehicular access must satisfy 85th percentile vehicle. Ramp grades adjusted accordingly.

2) Pedestrian access cross fall to be between 2% and 5%.

3) Sliced Blue Stone (smooth side up) to be used on ramps.

4) Height to be consistent across crown of road - 115mm.

Yarra Standard:YSD711
Drawing Title:
TYPICAL DETAILS - RAISED THRESHOLD TREATMENT

Scale : N.T.S

REV	DATE	DRAWN BY
A	5/02/16	HL
B	10/02/17	AW
B	08/05/17	AW

CITY OF YaRRA

Richmond Town Hall 333 Bridge Road Richmond PO Box 168 Richmond 3121
Phone (03) 9205 5010 Fax (03) 8417 6666

Attachment 9 - Strategic Transport Referral Comments

Planning Referral

To:	Amy Hodgen
From:	Julian Wearne
Date:	25/01/2018
Subject:	Strategic Transport Comments
Application No:	PLN17/0858
Description:	Proposed mixed-use development including dwellings, gymnasium and office.
Site Address	582 Heidelberg Road, Alphington

I refer to the above Planning Application referred on 11/01/2018, and the accompanying Traffic report prepared by GTA Consultants in relation to the proposed development at 582 Heidelberg Road, Alphington. Council's Strategic Transport unit provides the following information:

Transport Impact Assessment

As part of the permit application, the applicant has provided a Transport Impact Assessment (TIA) which appears to contain some inaccurate, or outdated information. Specifically, the following inaccuracies have been noted:

- The TIA inaccurately lists the number of dwellings (*this is noted however in the cover letter from GTA as part of the RFI response).*
- The TIA states there is 982sqm of office space, when 1230sqm of floor space is shown on the plans (Ground and Level 1).
- The TIA states there is no statutory bicycle provision rate for the gymnasium use. The gymnasium use falls under 'Minor Sports and Recreation Facility' which is listed in clause 52.34, with a statutory rate for bicycle provision. The TIA also inaccurately states the floor area of the gymnasium.
- Based on the above inaccuracies the TIA states there is no statutory requirement for changeroom shower facilities, but claims 1-2 are included in the development. However, there based on the analysis below, there is a statutory requirement for changeroom/shower facilities, whilst none are shown on the plans.

Access and land-use intensity

The proposal will result in a significant increase in land-use intensity for the subject site. This combined with other major developments at the Alphington Paper Mill site, and at 700-718 Heidelberg Road will likely result in considerable extra demand on the existing surrounding road, footpath and public transport networks.

Of particular concern is the pressure additional activity will put on the existing Heidelberg Road footpath, which is narrow and includes a bus-shelter on the footpath adjacent the subject site. Pedestrians navigating around the bus shelter under existing volumes frequently elect to walk across the nature strip (Figure 1), which indicates the shelter is a navigational obstacle; the obstacle is likely to be especially problematic for wheelchair users and people with prams. It is expected that an increase in pedestrian and bus user volumes would further exacerbate this issue.

Attachment 9 - Strategic Transport Referral Comments

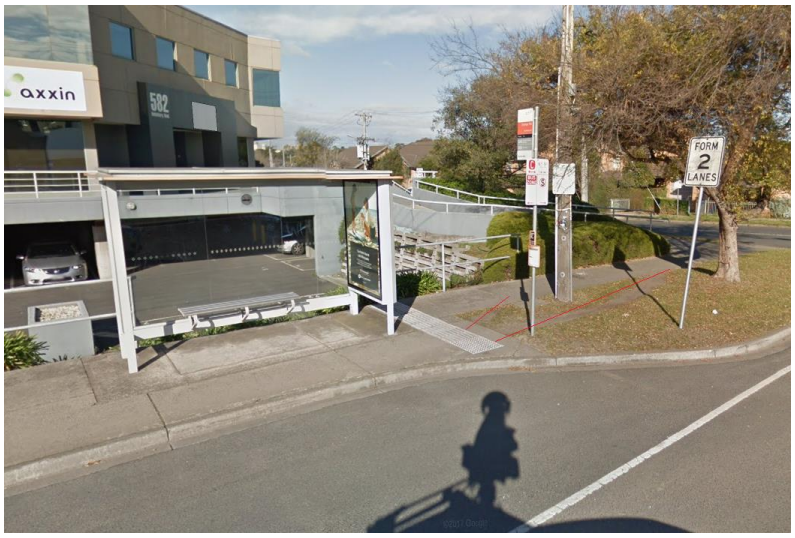


Figure 1 – Pedestrian's frequently walk along the nature strip rather than navigate the tight corner around the bus shelter.

Without intervention, this situation would likely be exacerbated with expected increases in pedestrian and bus user volumes.

To cope with the expected additional pedestrian and bus user demand, the applicant should provide a moderate ground-floor setback which allows the existing footpath to be widened away from the road. Additionally, given the proposed canopy extends partially over the existing bus shelter, a setback at ground-floor would allow for the entire bus shelter to be removed, and replaced with seating beneath the canopy in approximately the same location. The applicant should liaise with PTV about removing the bus shelter. These recommended changes have been informally discussed with Council's Urban Design Unit, who have offered general support for the concept: the Urban Design Unit should be further consulted with regards to changes to the footpath and surrounds.

Bicycle Parking Provision

Statutory Requirement

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	34 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	17 visitor spaces.	
Office (other than specified in the table)	1230 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	4 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	1 visitor spaces.	
Minor sports and recreation facility (gymnasium)	4* employees	1 employee space per 4 employees	1 employee spaces	
	350 sqm	1 to each 200sqm of net floor area	2 visitor spaces.	
Bicycle Parking Spaces Total			**40 resident / employee spaces**	**146 bicycle spaces**
			21 visitor spaces	
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**1 showers / change rooms**	**0 showers / change rooms**

Attachment 9 - Strategic Transport Referral Comments

**The maximum number of employees is assumed based on the floor area of the gym.*

The development provides a total of 85 additional bicycle spaces above what is required by the planning scheme, however the statutory requirement for showers and change rooms has not been met.

Adequacy of visitor spaces

No spaces are noted as dedicated visitor bicycle parking spaces. Instead the TIA notes all spaces are suitable to be used by visitors and employees/residents. This arrangement is inadequate for the following reasons:

- Security and access requirements for visitor and resident/employee spaces differs given visitor spaces are primarily for short-term storage, whilst employee and resident spaces must provide a safe and secure longer term storage space.
- Visitor spaces should always be located to provide quick and easy access.
- Spaces are scattered in various locations within the car park, with steep ramps between some of the spaces (up to 1:4) which are difficult for some cyclists to navigate safely. Given this arrangement cyclists may be forced to spend time navigating the car park looking for a parking space, which increases the likelihood of conflicts with vehicles within the car park.
- At least 46 visitor spaces are required to meet Council's best practice guidelines. This comprises of the BESS recommended rate for office spaces (2) and dwellings (43), and the statutory rate for the gymnasium (1).
- Visitor spaces should be:
    - Accessible to visitors (i.e. not located within a secure facility);
    - At a horizontal bicycle rail.

Given the above concerns, at least the expected demand for visitor spaces for the office and gymnasium uses should be directly accessible from the Heidelberg Road frontage (3 spaces) with the remaining visitor spaces to be easily accessible in non-dispersed locations within the ground-floor of the garage.

Adequacy of employee spaces

Number of spaces

Whilst the proposal includes a surplus of 85 bicycle spaces above the requirements of the planning scheme, it is noted:

- Employee/resident spaces should be located separately to visitor spaces for reasons noted previously;
- the subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and
- both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- Given the above, best-practice requires a rate of 1 space to each dwelling[1] (172), 1 space to each 100sqm of office floor space[2] (13), plus the statutory rate for the gymnasium use (1). Therefore it is recommended a minimum of 185 resident/employee spaces be provided. At least 20% of resident/employee spaces should be provided as horizontal bicycle spaces.
- A minimum of 2 changerooms/showers should be provided for the expected office demand.

Design and location of employee spaces and facilities

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

[1] *Category 6 of the BESS offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings."*

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

Attachment 9 - Strategic Transport Referral Comments

- Bicycle parking is provided at Basement 3, Ground Floor and Level 1, with spaces in various locations at Ground Floor. Given the ramps within the car park, it is envisioned many cyclists would chose to access the bicycle parking from the lift-shaft. This is inadequate given many cyclists may need to travel to and from the lift-shaft to access other floors if one parking area is full. It is recommended employee resident bicycle parking be contained in a maximum of two secure facilities, within close proximity to the lift-shaft.
- None of the spaces at ground-floor are located within a secure facility. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for residents and employees must be provided in a bicycle locker, or in a lockable compound. Given the ground-floor of the car park is accessible to visitors, these spaces are not located within a secure facility.
- Given the above concerns a detailed assessment of walkways and spacing dimensions has not been undertaken, however all walkways and bicycle parking spaces must comply with Australian Standard AS2890.3.

Green Travel Plan

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

1. Before the use and/or development commences, a Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. The Green Travel Plan must include, but not be limited to, the following:

    (a) a description of the location in the context of alternative modes of transport;
    (b) employee welcome packs (e.g. provision of Myki/transport ticketing);
    (c) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
    (d) a designated ‘manager’ or ‘champion’ responsible for coordination and implementation;
    (e) details of bicycle parking and bicycle routes;
    (f) details of GTP funding and management responsibilities;
    (g) the types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e. hanging or floor mounted spaces);
    (h) security arrangements to access the employee bicycle storage spaces; and
    (i) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
    (j) provisions for the Green Travel Plan to be updated not less than every 5 years.

Electric vehicles / share cars / other relevant topics?

Council’s BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Whilst it is noted one electric car charging points is proposed at this stage, to ensure the potential for expanded future provision for electric vehicle charging the basement levels should be electrically wired to be ‘EV ready’. A minimum 40A single phase electrical sub circuit should be installed to the basement levels for this purpose.

Recommendations

The following should be shown on the plans before endorsement:

(a) A ground-floor setback along the Heidelberg Road frontage and the footpath to be widened away from Heidelberg Road.

Attachment 9 - Strategic Transport Referral Comments

(b) The existing bus shelter at Heidelberg Road removed and replaced with bench seating sheltered by the building canopy.

(c) A minimum of 46 visitor bicycle parking provided in a location easily accessed by visitors to the site. At least 3 of the visitor spaces, should be directly accessible from the Heidelberg Road frontage, the remainder should be located within the ground-floor of the car park.

(d) A minimum of 46 visitor bicycle parking provided in a location easily accessed by visitors to the site. At least 3 of the visitor spaces, should be directly accessible from the Heidelberg Road frontage, the remainder should be located within the ground-floor of the car park.

(e) A minimum of 185 resident/employee spaces provided within a maximum of two secure facilities in compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority. Resident/employee spaces should be provided with reasonable proximity and access to:
   i. Building entrances and/or lift shafts;
   ii. End of trip facilities, including showers and change rooms.

(f) All resident and/or employee bicycle parking facilities to include a minimum of 20% of ground level (horizontal) spaces.

(g) Dimensions of bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.

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

Regards

Julian Wearne

Transport Planning Officer
Strategic Transport Unit

Attachment 10 - City Works Unit Referral Comments

Hodgen, Amy

From: Orr, Patrick
Sent: Thursday, 22 February 2018 2:13 PM
To: Hodgen, Amy
Subject: RE: PLN17/0858 - 582 Heidelberg Road, Alphington - WMP referral

Hi Amy,

The waste management plan for 582 Heidelberg Rd, Alphington dated 21/12/2017 authored by Wastetech is satisfactory from a City Works branch's perspective.

Regards,

Patrick Orr
Contract Management Officer
City Works
Yarra Operations Depot, Clifton Hill

City of Yarra PO Box 168 Richmond 3121
T:(03) 9205 5554 F:(03) 8417 6666
E: patrick.orr@yarracity.vic.gov.au

Please consider the environment before you print this email!

From: Hodgen, Amy
Sent: Tuesday, 20 February 2018 5:01 PM
To: Orr, Patrick
Cc: Agostino, Joe
Subject: PLN17/0858 - 582 Heidelberg Road, Alphington - WMP referral

Hi Patrick,

Could you please review the Waste Management Plan associated with a proposed development at 582 Heidelberg Road, Alphington. Documents attached.

If you have any questions or need any additional information, please do not hesitate to contact me.

Regards
Amy

Amy Hodgen
Coordinator - Statutory Planning
City of Yarra PO Box 168 Richmond 3121
T (03) 9205 5330 F (03) 8417 6666
E amy.hodgen@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

Attachment 11 - Wind Consultant peer review (Vipac)

Vipac Engineers and Scientists Limited

279 Normanby Rd, Port Melbourne, VIC 3207, Australia

Private Bag 16, Port Melbourne, VIC 3207, Australia

t. +61 3 9647 9700 | **f.** +61 3 9646 4370 | **e.** melbourne@vipac.com.au

w. www.vipac.com.au | A.B.N. 33 005 453 627 | A.C.N. 005 453 627

City of Yarra

333 Bridge Road

Richmond, VIC 3121

13-02-2018

Ref: 30N-18-0001-TNT-637919-0

Attention: Amy Hodgen

Dear Amy,

582 Heidelberg Road, Alphington - Peer Review

This peer review of the MEL Consultants Desktop Environment Assessment (MEL Consultants Report: D138/17) is based on Vipac's experience as a wind-engineering consultancy. No wind tunnel studies have been undertaken to support this review.

Vipac have reviewed the wind assessment report and associate drawings provided (see the file list in the attachment) and made the following comments:

- The MEL Consultants Desktop Environment Assessment has been prepared based on consultancy experience and no wind tunnel testing has been carried out to support their assessment. We have no issue with this method for a desktop study as this is a common approach to provide architects, developers and responsible authorities advice on the wind impact of the proposed design.
- We have no issue with the analysis approach, assessment criteria, wind environment and exposure estimate. MEL Consultants has clearly identified the process for the desktop assessment and this is consistent with the approach that Vipac would take to prepare a desktop wind effect statement.
- The report analysed wind effects adjacent to the development along Heidelberg Road, Chandler Highway, and Coate Avenue; the South Face; the communal open spaces on Levels 3 and 12; and Private Terraces. The report concluded that wind conditions in the surrounding streetscapes that would achieve the criterion for walking comfort for all wind directions. We agree with this conclusion. We also agreed that the area outside of the residential tower entrance would have wind conditions within short term stationary activities criterion and the area outside of the entrance to the gym and commercial tenancies would have wind conditions exceeding the short term stationary criterion. Relocating the entrances away from the corner is a suitable recommendation. An alternate recommendation would be to incorporate set back entrances.
- Vipac agrees with MEL Consultant's suggestion of "the wind conditions in the surrounding streetscapes be quantified by a wind tunnel study." in the detail design stage due to the building height of ≥ 40 m.

Attachment 11 - Wind Consultant peer review (Vipac)

In conclusion, the Mel Consultants Desktop Environment Assessment used the proper analysis methodology, analysed the wind effects on the pedestrian level by the proposed development in detail. The Assessment satisfies the requirements of the Responsible Authority.

Vipac makes no further recommendations.

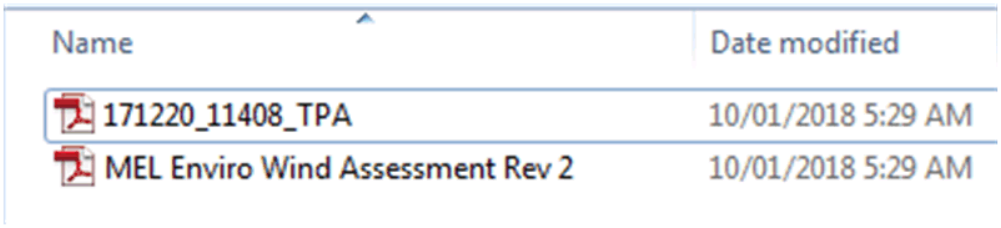
Yours sincerely,

Vipac Engineers & Scientists Ltd

Zhuyun Xu
Senior Wind Engineer

Sophie Lamande
Wind Group Leader

Attachments: List of documents reviewed:



Attachment 12 - Acoustic Consultant Peer Review (SLR Consulting)

7 February 2018

640.10090.05220 582 Heidelberg Rd Alphington 20180130.docx

City of Yarra
PO Box 168
Richmond VIC 3121

Attention: Amy Hodgen

Dear Amy

582 Heidelberg Road, Alphington
Planning Assessment Acoustic Review
PLN 17/0858

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the mixed use development proposed for 582 Heidelberg Road, Alphington.

Details of the report are as follows:

- Title: 582 Heidelberg Road, External Noise Intrusion
- Reference: 20171114.1/2908A/R4/BAW
- Date: 29 August 2017
- Prepared by: Acoustic Logic

We have also been asked to take into consideration the Chandler Highway Noise Mitigation assessment prepared by Arup. Details of the Arup report are:

- Title: Chandler Highway Upgrade, Noise Mitigation Assessment
- Reference: R0001
- Date: 10 August 2016
- Prepared by: Arup Pty Ltd

A planning permit has not been issued for the project and the acoustic report has been prepared to address a City of Yarra Request for Further Information on the project. The request is reproduced below:

1. *(d) Acoustic report having regard to internal and external noise impacts on the development and surrounds (as relevant).*

1 Arup Report for Chandler Highway Upgrade

The acoustic report prepared for the proposal references the Arup report for the Amcor site (682 Heidelberg Road) but does not reference the more recent Arup report for the Chandler Highway Upgrade (CHU). The CHU report predicts the change in road traffic noise in the vicinity of Chandler Higher due to the proposed works. The 2016 (pre-modification) road traffic noise levels are predicted at the subject site from a calibrated noise model, and the model is used to predict road traffic impacts in 2031 (post upgrade).

SLR Consulting Australia Pty Ltd Suite 2, 2 Domville Avenue Hawthorn VIC 3122 Australia
T: +61 3 9249 9400 F: +61 3 9249 9499 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

However, the Arup report predicts an increase in noise level of less than 1 dB in the vicinity of the subject development due to the CHU. Section 6.4 of the CHU report indicates that the predicted levels take into consideration contribution of up to 1.5 dB due to reflections from buildings proposed for the Amcor site.

Given that the predicted increase in noise levels due to the CHU appears to be less than 1 dB, the report does not have significant implications for the subject application. If Acoustic Logic have quantified the pre-modification noise from the Chandler Highway this data should be sufficient for identifying future noise impacts.

2 Acoustic Logic Report Review

2.1 Preliminary

(Section 2 of the acoustic report)

The development comprises:

- 13 residential storeys (including some residences on the ground level)
- Ground and Level one offices (no general commercial or retail areas shown in the current drawings)
- Ground floor gymnasium
- Two basement carparks

Road traffic noise from vehicles on both Heidelberg Road and Chandler highway are identified as the main source of noise impact to the subject development.

***SLR comment*:** *The project and potential noise impacts are generally identified.*

The architectural drawings included in the acoustic report have the same date but are an earlier revision of those supplied with the application. There are a number of differences between the two sets of drawings, and the acoustic report should be updated to reflect these.

We note that there are communal outdoor areas on Levels 3 and 12 (the latter is not shown in the drawings referred to in the report), and noise from these areas to existing dwellings and potentially to apartments within the development should be considered.

2.2 Road Traffic Noise

2.2.1 Design Targets

(Section 4 of the acoustic report)

Road traffic noise is proposed to be assessed to AS/NZS 2107:2016 recommended internal noise levels for developments near major roads. The recommended ranges are provided in Table 5 of the report.

SLR Comment: *Acoustic Logic do not nominate which part of the AS/NZS2107 ranges they propose to meet and under what conditions. The specific design targets should be nominated in the report to avoid ambiguity. We recommend the following:*

- *Average traffic noise levels not to exceed 40 dBA $L_{eq,16h}$ in all habitable rooms and 35 dBA $L_{eq,8h}$ in bedrooms. These targets are in line with the recently released Better Apartments Design Standards and are within the AS/NZS 2107 ranges, and*

- *Loudest hour of road traffic noise is not to exceed 45 dBA $L_{eq,1h}$ in habitable rooms from 7 am to 10 pm, and 40 dBA $L_{eq,1h}$ in bedrooms from 10 pm to 7 am the following morning. The basis for the loudest hour targets is AS/NZS2107:2016, with the day and night periods defined in accordance with Victorian EPA legislation and guidelines rather than in accordance with the Better Apartment Design Standards.*

2.2.2 Traffic Noise Measurements

(Section 6 of the acoustic report)

Traffic noise impacts to the subject site have been quantified through attended and unattended noise measurements. The unattended measurements were undertaken on the roof of the existing two storey building at the subject site, from 14 to 20 August 2017. The results are summarised in Table 3 of the acoustic report. Noise logging data is presented in Appendix 2.

Attended measurements were taken closer to the roads (3 and 4 m from the curbs) on 14 August 2017 during the afternoon peak traffic period.

SLR Comment: *The traffic noise measurements were undertaken at appropriate times and in suitable locations. The results are clearly reported.*

The existing building on the subject site is set back from both Chandler Highway (about 10 m) and Heidelberg Road (about 20 m). The logging data has presumably been adjusted to obtain noise levels at the most exposed facades of the development, which are closer to the roads than the monitoring locations. However, details of any adjustments made are not included in the report. This information should be presented for transparency. Based on the attended and unattended measurement data provided, it would seem likely that the traffic noise levels at the most impacted facades are 4 dB and 2 dB higher (Heidelberg Road and Chandler Highway respectively) than the logging data indicates.

2.2.3 Assessment / Predictions of Traffic Noise to the Development Facade

(Section 7 of the report)

An explicit assessment of road traffic noise is not provided. Proposed glazing upgrades are shown in the marked up drawings attached to the report. Some advice is provided for roof / ceiling and external wall construction.

SLR Comment: *We cannot conduct a full review of the glazing proposed for the project on the basis of the information provided. We would need to know: the predicted noise levels at the façade of the development; the spectra for both the Heidelberg Road and Chandler Highway facades; the glazing test data used by Acoustic Logic; the window dimensions, and the proposed floor coverings in order to conduct a full review.*

However, on the basis of the limited review we can carry out, it would seem likely that the internal targets we have proposed will not be achieved for some spaces with the proposed glazing. Our main concerns are the most exposed rooms with very large areas of glazing (e.g. corner bedrooms overlooking Heidelberg Road and/or Chandler Highway).

In addition to the wall and roof advice provided in the report, we recommend that the report include a recommended minimum R_w rating for lightweight external walls exposed to high levels of road traffic.

2.3 Project Mechanical Plant and Equipment

(Section 8 of the acoustic report)

Project mechanical plant is proposed to be assessed to SEPP N-1 and the Victorian EPA Noise Control Guidelines. Acoustic Logic state that the relevant noise limits will be able to be met with standard acoustic treatments.

SLR Comment: *Noise limits for mechanical plant have not been identified in the acoustic report. The development application will include a large amount of centrally located mechanical plant to service the common areas, commercial levels and basement carpark. While this site does not appear to represent a high risk of nuisance from mechanical plant, we nevertheless recommend that design targets are nominated in the acoustic report at the most sensitive receiver locations. For this development, it would be acceptable to use SEPP N-1 zoning levels as interim noise limits.*

In the absence of background noise measurements at sensitive receiver locations, conservative design targets for balcony mounted air conditioning units can be nominated such that compliance is likely during the day and evening periods. Restrictions are only likely to apply to condenser units proposed for balconies on the quiet side of the building and in close proximity to neighbouring receivers.

3 Communal Outdoor Areas

Large communal outdoor areas are proposed for Levels 3 and 12 and noise from these areas is not considered in the report. The Level 3 area includes communal facilities and an outdoor pool. The pool is in close proximity to existing residential dwellings. Advice for balcony balustrades should be provided to minimise impacts to existing dwellings. Advice for glazing upgrades to apartments potentially exposed to high levels of noise from the outdoor patron area should also be provided in the report. The report currently allows 6 mm float glass to be installed in windows overlooking the communal outdoor area, and this will not be effective in controlling voice noise.

The Level 12 outdoor area is less of a concern due to its distance from existing dwellings and because there are no overlooking apartments.

1 SLR Summary

The acoustic report for 582 Heidelberg Road, Alphington has been prepared to address potential noise impacts to and from the project. The areas we recommend addressing in further detail are listed below.

Road Traffic Noise

1. The specific road noise targets adopted for the project should be nominated in the report to avoid ambiguity. Our recommended targets are:
    - Average traffic noise levels not to exceed 40 dBA $L_{eq,16h}$ in all habitable rooms and 35 dBA $L_{eq,8h}$ in bedrooms. These targets are in line with the recently released Better Apartments Design Standards and are within the AS/NZS 2107 ranges, and

- Loudest hour of road traffic noise is not to exceed 45 dBA $L_{eq,1h}$ in habitable rooms from 7 am to 10 pm, and 40 dBA $L_{eq,1h}$ in bedrooms from 10 pm to 7 am the following morning. The basis for the loudest hour targets is AS/NZS2107:2016, with the day and night periods defined in accordance with Victorian EPA legislation and guidelines rather than in accordance with the Better Apartment Design Standards.

The revised report should include confirmation that the above recommended design targets will be met.

2. The predicted noise levels at the most impacted locations on the façade of the development, as used in the design of façade upgrades, should be provided in the report for transparency. In line with our recommended targets, the levels should include:
   - Day and night average levels, and
   - Day and night loudest hours levels
3. Recommended minimum R_w ratings should be provided for lightweight walls exposed to noise from Heidelberg Road.
4. The marked up drawings showing façade upgrades treatments should be updated to reflect the latest plans. This may have implications for façade upgrades proposed in some areas.

Project Mechanical Plant and Equipment

5. Noise limits have not been nominated for commercial mechanical plant. In the absense of background noise data we recommend using the SEPP N-1 zoning levels as the interim noise limits and conservative targets for balcony mounted condenser units. As indicated in the review, only those balcony units proposed to be installed on the quiet side or the building are likely to be at risk of exceeding EPA guidelines.

Communal Outdoor Areas

6. Consideration should be given to controlling noise from the communal areas to the nearby dwellings and to apartments within the development.

Regards,

Dianne Williams
Associate - Acoustics

Checked/
Authorised by: JA

1.2 107 Coppin Street, Richmond - PLN17/0730 - Development of the land for 7 triple-storey dwellings and 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 107 Coppin Street, Richmond. 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, 32.08 & 55);
   (b) On & off-site amenity impacts (Clause 22.16, 22.17 & 55);
   (c) Car Parking (Clause 52.06).

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) Off-site Amenity Impacts;
   (d) Internal Amenity;
   (e) Car Parking; and,
   (f) Objector concerns.

Objector Concerns

4. Fourteen (14) objections were received to the application, these can be summarised as:
   (a) Demolition of the existing dwelling;
   (b) Does not respect the neighbourhood character;
   (c) Overdevelopment of the site/excessive height;
   (d) Lack of on-site open space;
   (e) Potential off-site amenity impacts (overshadowing, loss of daylight, overlooking, noise)
   (f) Loss of car parking spaces on Brady Street;
   (g) Increased traffic impacts.

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**

1.2 107 Coppin Street, Richmond - PLN17/0730 - Development of the land for 7 triple-storey dwellings and a reduction in the car parking requirement.

Trim Record Number: D18/82979
Responsible Officer: Coordinator Statutory Planning

Proposal:	Development of the land for 7 triple-storey dwellings and a reduction in the car parking requirement.
Existing use:	Single Dwelling
Applicant:	Diverscity
Zoning / Overlays:	General Residential Zone (Schedule 2)/No Overlays
Date of Application:	04/09/2017
Application Number:	PLN17/0730

Planning History

1. There is no planning history for this site.

Background

2. The application was submitted to Council on 4 September 2017, with additional information submitted on 20 November 2017. The application was advertised, with fourteen (14) objections received.

3. Amended plans were submitted on 6 & 8 March 2018 under Section 57A of the *Planning and Environment Act* 1987 (The Act) in response to objections and Council concerns. The amended plans incorporated the following changes into the development;
   (a) The setback of the ground level garages increased from 1m to 1.3m from Brady Street (southern boundary);
   (b) The pedestrian entrances and pathways within the Brady Street frontage removed, with each garage door increased in width and altered in design.
   (c) A setback provided in the south-east corner from the southern and eastern boundaries at levels 1 & 2;
   (d) Additional fenestration to the Coppin Street façade.

4. The amended plans were readvertised to all current objectors. A Consultation Meeting was held on 17 April 2018, where the key issues raised in the objections were discussed with the Permit Applicant, Objectors and Planning Officers present. No further changes to the plans were made following this meeting.

5. During the assessment process it was noted that the existing shadow diagrams were not correct, as they did not include the current afternoon shadows cast by the 3.6m high garage wall that extends along the site's eastern boundary. Amended shadow diagrams, demonstrating the correct shadow impacts, were submitted by the applicant on 29 May 2018. These drawings were sent to all objectors with the invitations to the IDAC meeting and will be referenced within this assessment.

6. It is also noted that the original car parking rate attributed to the development was based on each dwelling providing two bedrooms, however upon further review it is considered that the ground level living rooms could be converted to a third bedroom for each dwelling. On this basis, a more conservative approach with regards to the statutory car parking reduction has been taken throughout this assessment. Whilst Units 1-4 have car stackers that will provide two on-site parking spaces, thereby meeting the car parking provision at Clause 52.06 of the

Yarra Planning Scheme (the Scheme) for a three-bedroom dwelling, Units 5-7 will each fall short by one resident space.
The amended approach to car parking results in no changes to the plans, and as a reduction in the statutory car parking rate has formed part of this development from the start, there is no requirement to re-advertise the application. The more conservative assessment based on the possibility three bedroom dwellings will form part of this report.

Existing Conditions

Subject Site

7. The subject site is located on the eastern side of Coppin Street, Richmond, and extends to Murray Street in the north and Brady Street in the south, resulting in three street interfaces to the land.

8. The site has a frontage to Coppin Street of 17.6m, to Murray Street of 36.88m and to Brady Street of 35.66m, yielding an overall site area of approximately 649sqm. The eastern boundary is irregular in shape, with a cut-out section in the south-east corner designated as a 'carriageway easement'. A single-storey garage, associated with the subject site, is construction over this entire area.

9. A single-storey dwelling occupies the land. The dwelling has varied setbacks from Coppin Street, from 2.3m to 6.2m, with a 0.9m setback from Murray Street and a setback of 1.9m from Brady Street.

10. Secluded private open space (SPOS) is located on the eastern side of the site, with an outbuilding and the aforementioned garage extending along the southern boundary to abut the eastern boundary of the site.



Coppin Street façade

Certificate of Title

11. The certificate of title submitted with the application shows a section along the eastern boundary that is designated as a 'carriageway easement'. This easement extends for a length of 5.82m along the boundary, for a width of 1.22m, and is shown accordingly on the survey plan.

12. Council's Subdivisions Officer assessed the title and provided the following comments;

> *The subject land includes a narrow sliver at the site's southeast corner which is denoted on title as a carriageway easement, A-1, outside of the title*

boundaries. This sliver extends north from the southern laneway connecting Coppin Street and Lord Street (also designated as A-1).
Council's Engineering department confirms that while the southern laneway is on the Yarra Road Register and is therefore a public road, the sliver is not. Moreover, the sliver does not form part of the title to the adjoining land to the east, or appear as a carriageway easement in its favour. As it is neither a road nor does it form part of any title, the sliver can be considered an anomalous, 'no-mans-land'. It is submitted that the sliver has probably always been used as part of the subject land, or since at least 1962, when a garage was constructed over it. As the proposal effectively affirms the status quo in proposing a new garage in the same location, with no adverse amenity impacts, it is considered that there are no issues in this regard.

Surrounding Land

13. The surrounding land is residential, with a built form scale ranging in height from single to triple-storey. Traditional housing stock is interspersed with contemporary townhouses, with higher built form emerging along Coppin Street to the north and south. The more immediate interfaces are as follows;

South

14. To the south of the subject site, on the opposite side of Brady Street, is a row of three double-storey townhouses, addressing Coppin Street to the west and Brady Street to the north. The western-most dwelling is set back 3m from Coppin Street, behind a solid 2m high fence extending along the front and side boundaries. A double-storey wall, with no openings, is constructed hard-edge to the Brady Street footpath, with a garage door further to the east. A first-floor terrace is located above this garage.

15. The remaining two townhouses extend along Brady Street further to the east, with small front setbacks and first-floor balconies facing north. Each dwelling is provided with a first-floor terrace, located above ground level garages with vehicle access from Brady Street.

East

16. To the east of the subject site is a double-storey dwelling, located on a site with a front interface to Murray Street and a rear boundary along Brady Street. The dwelling's western wall is set back 2.4m from the rear boundary of the subject site, with one ground-floor habitable room window (HRW) within this wall. The main entrance to this dwelling is provided from Murray Street, with a crossover and on-site car parking space within part of the site's front setback. The remaining front setback appears to function predominantly as the site's SPOS, with services located in the remaining open space. Three matching dwellings extend further to the east along Murray Street.

North

17. To the north of the subject site, on the opposite side of Murray Street, are two contemporary double-storey townhouses, with the western-most dwelling set back 3.74m from Coppin Street. The second dwelling addresses Murray Street, with two garages providing vehicle access from this interface. The ground and first-floor walls are setback varying distances from Murray Street, with small ground level courtyards and first-floor terraces providing areas of SPOS.

18. Further to the east, along the northern side of Murray Street, is a row of single-storey Victorian-era dwellings.

West

19. To the west, on the opposite side of Coppin Street, are two contemporary double-storey dwellings, with Dame Nellie Melba Memorial Park to the north-west.

20. The site is located within proximity to the following;
    (a) 280m to the south of the Bridge Road Major Activity Centre (MAC);
    (b) 480m to the north of the Swan Street MAC;
    (c) 1km to the west of Burnley Park;
    (d) 730m to the north-west of Burnley Train Station;
    (e) 780m to the north-east of East Richmond Train Station.



Figure 2 – Aerial photograph with subject site outlined

The Proposal

21. The proposal seeks development of the land for 7 triple-storey dwellings and a reduction in the car parking requirement. In summary, the development includes;
    (a) Full demolition of the existing dwelling, fences and all structures on the site (no permit required for these works);
    (b) Construction of 7, triple-storey attached townhouses, oriented to the north to address Murray Street, with vehicle access from Brady Street in the south;

Basement

    (c) Each dwelling will have access to a basement level, with Units 1-4 provided with a car stacker pit (providing 2 car parking spaces per dwelling). The remaining areas of basement for all dwellings will contain storage, with individual rainwater tanks (1,000L capacity) attached to toilets within each dwelling;
    (d) The basement will be set back 0.95m from the southern boundary, 3.13m from the western boundary, 5m from the northern boundary and will extend along the eastern boundary;

Ground level

(e) Unit 1 will address Coppin Street, with a pedestrian entrance within this frontage and a setback of 3.25m from the Coppin Street boundary;
(f) The remaining 6 Units will address Murray Street, with setbacks of 3.95m from this interface. Front entrances will be recessed 1.4m from the dwelling facades;
(g) Grass courtyards will be located within the northern and western setbacks;
(h) Unit 7 will extend along the eastern boundary for its entire length (10.8m);
(i) The southern wall will be composed of seven separate garage doors and setback 1.3m from the southern boundary;
(j) Single garages will be provided for Units 5-7;
(k) The remaining ground floors will contain living rooms, storage, bin and bicycle storage and laundries;
(l) Unit 1 will have access to a lift;

First-floor

(m) Unit 1 will be setback 3.2m from Coppin Street, with Unit 7 extending along the eastern boundary for a length of 8.6m;
(n) All dwellings will be set back 5.66m from the northern boundary, with balconies projecting 1.91m into this setback;
(o) Rear walls will be setback 0.9m from the southern boundary;
(p) Dwellings at this level will contain open-plan living rooms/kitchens;

Second-floor

(q) Unit 1 will be setback 3.28m from Coppin Street, with a 9.2m long wall extending along the eastern boundary of Unit 7;
(r) All dwellings will be setback 3.75m from the northern boundary and 0.7m from the southern boundary;
(s) Dwellings at this level will contain 2 x bedrooms and ensuites/bathrooms.

General

(t) The maximum height of the development will be 8.93m;
(u) The façade of Unit 1 will address Coppin Street, with a central vertical separation to provide the appearance of two individual dwellings;
(v) The Murray Street facade of each dwelling will contain a degree of verticality to provide a fine-grain design response;
(w) 1.2m high fences will extend along the northern and western boundaries, composed of a mixture of 'hit and miss' brick pattern and vertical timber battens;
(x) The development will be composed of a mixture of brickwork and metal cladding, with polycarbonate garage doors;
(y) Individual solar panel arrays (2kw) will be located on the roof of each dwelling.

22. It is highlighted that a number of dimensions on the plans do not match the 1:200 scale. These discrepancies are minor and would not result in any fundamental changes to the development. A condition of any permit issued can ensure that all dimensions and the scale of the plans are consistent.

Planning Scheme Provisions

Zoning

General Residential Zone (Schedule 2)

23. Pursuant to clause 32.08-2 of the Yarra Planning Scheme (the Scheme), a planning permit is not required to use the site for dwellings.

24. Pursuant to clause 32.08-4 of the Scheme, an application to construct a dwelling on a lot between 500sqm to 650sqm must provide a minimum garden area of 30% of the lot.

25. Pursuant to clause 32.08-6 of the Scheme, a planning permit is required to construct two or more dwellings on a lot. A development must meet the requirements of Clause 55.

26. Pursuant to Clause 32.08-9 and Schedule 2 of the Zone, a building constructed for use as a dwelling must not exceed 9m in height or more than 3 storeys at any point.

Overlays

27. *N/A*

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. The Clause 52.06-5 requirements are outlined below.

Use	Bedrooms	Rate	No. required	No. proposed	Reduction required
7 Dwellings	3 bedrooms	2 resident space to each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedroom)	14	11	3
7 Dwellings		1 space for visitors to every 5 dwellings for developments	1	0	1
Total					4

29. As outlined within paragraph 6 of this report, the residential car parking rate has been based on the possibility that the ground level living room of each dwelling may be utilised as a bedroom, thereby increasing each dwelling to a 3-bedroom dwelling. The development therefore requires a reduction in resident car parking of 3 spaces, with a reduction of 1 visitor car parking space required.

Clause 55 – Rescode

30. Clause 55 is applicable for a development of two or more dwellings. A development should meet all the standards and must meet all the objectives.

General Provisions

Clause 65 – Decision Guidelines

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

State Planning Policy Framework (SPPF)

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

Clause 11 – Settlement

33. *Planning is to recognise the need for, and as far as practicable contribute towards (as relevant);*
    (a) *Diversity of choice.*
    (b) *Adaptation in response to changing technology.*
    (c) *Economic viability*
    (d) *A high standard of urban design and amenity.*
    (e) *Energy efficiency.*
    (f) *Accessibility*
    (g) *Land use and transport integration*

34. *Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns, and investment in transport and communication, water and sewerage and social facilities.*

Clause 11.02 – Urban growth

35. The objective of this clause is: *to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.*

Clause 11.04-2 – Housing Choice and Affordability

36. The objective of this clause is: *to provide a diversity of housing in defined locations that cater for different households and are close to jobs and services.*

Clause 11.04-4 – Liveable Communities and Neighbourhoods

37. The objective of this clause is: *to create healthy and active neighbourhoods and maintain Melbourne's identity as one of the world's most liveable cities.*

Clause 15 – Built Environment and Heritage
Clause 15.01-1 – Urban design

38. The objective of this clause is: *to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity*.

Clause 15.01-4 – Design for safety

39. The Objective of this Clause is *'to improve community safety and encourage neighbourhood design that makes people feel safe'.*

Clause 15.01-5 – Cultural identity and neighbourhood character

40. 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

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

Clause 16 – Housing
Clause 16.01-1 – Integrated housing

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

Clause 18.02-1 - Sustainable personal transport

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

Local Planning Policy Framework (LPPF)

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

Clause 21 – Municipal Strategic Statement (MSS)

Clause 21.04 – Land use
Clause 21.04-1 – Accommodation and Housing

45. The relevant Objectives and Strategies of this clause are:

(a) *Objective 1 To accommodate forecast increases in population.*
(b) *Objective 2 To retain a diverse population and household structure.*

Clause 21.05-2 – Urban design

46. This clause incorporates the following objectives to achieve this:
(a) *Objective 16 - To reinforce the existing urban framework of Yarra;*
(b) *Objective 18 - To retain, enhance and extend Yarra's fine grain street pattern;*
(c) *Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric.*

Clause 21.06 – Transport
Clause 21.06-1 – Walking and cycling

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

Clause 21.07 Environmental Sustainability

48. The relevant objective of this clause is:

(a) *Objective 34 To promote ecologically sustainable development:*

Clause 21.08 Neighbourhoods

49. Clause 21.08-10 – Central Richmond (between Swan Street and Bridge Road)

(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.*

Relevant Local Policies

Clause 22.10 (Built form and design policy)

50. The policy applies to all new development not included in a heritage overlay and incorporates the following relevant objectives;
(a) *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.*

(b) *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*
(c) *Limit the impact of new development on the amenity of surrounding land, particularly residential land.*
(d) *Encourage environmentally sustainable development.*

Clause 22.13 (Residential built form policy)

51. This policy applies to Residential Zones in areas not covered by a Heritage Overlay and refers to the Built Form Character Type as set out in the Built Form Character Maps in Clause 21.08. The subject site is identified as *'inner suburban residential'* built form type in Figure 24 of Clause 21.08-10.

52. These built form types are described as *Built form dominated residential areas with small gardens (if any) and minimal front and side setbacks* and include the following design guidelines at Clause 22.13-3.2;
(a) *Maintain the existing pattern of front setbacks.*
(b) *Landscape the front setback in a style that reinforces the garden character (if any) of the streetscape.*
(c) *Where the general pattern of development includes gaps between buildings, include a setback on at least one side of the building.*
(d) *Orient buildings at right angles to the street frontage.*
(e) *Provide front fencing that is open (unless the building is zero front setback).*
(f) *On single house sites in areas with generally consistent building heights, limit variations in height to a maximum of one storey compared to the adjacent properties.*

Clause 22.16 (Stormwater Management (Water Sensitive Urban Design)

53. 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)

54. 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.

Advertising

55. The application was advertised under the provisions of Section 52 of the Act with 62 letters sent to surrounding owners and occupiers and two signs displayed on site.

56. Fourteen (14) objections were received to the application, these can be summarised as:
(a) Demolition of the existing dwelling;
(b) Does not respect the neighbourhood character;
(c) Overdevelopment of the site/excessive height;
(d) Lack of on-site open space;
(e) Potential off-site amenity impacts (overshadowing, loss of daylight, overlooking, noise)
(f) Loss of car parking spaces on Brady Street;
(g) Increased traffic impacts.

57. Amended plans were submitted on 6 & 8 March 2018 under Section 57A of the *Planning and Environment Act* 1987 (The Act) in response to objections and Council concerns. The amended plans incorporated the following changes into the development;
    (a) The setback of the ground level garages increased from 1m to 1.3m from Brady Street (southern boundary);
    (b) The pedestrian entrances and pathways within the Brady Street frontage removed, with each garage door increased in width and altered in design.
    (c) A setback provided in the south-east corner from the southern and eastern boundaries at levels 1 & 2;
    (d) Additional fenestration to the Coppin Street façade.

58. The amended plans were readvertised to all current objectors.

59. A Consultation Meeting was held on 17 April 2018, where the key issues raised in the objections were discussed with the Permit Applicant, Objectors and Planning Officers present. No further changes to the plans were made following this meeting.

60. During the assessment process it was noted that the existing shadow diagrams were not correct, as they did not include the current afternoon shadows cast by the 3.6m high garage wall that extends along the site's eastern boundary. Amended shadow diagrams, demonstrating the correct shadow impacts, were submitted by the applicant on 29 May 2018. These drawings were sent to all objectors with the invitations to the IDAC meeting and will be referenced within this assessment.

61. As outlined previously, the original car parking rate attributed to the development was based on each dwelling providing two bedrooms, however upon further review it is considered that the ground level living rooms could be converted to a third bedroom for each dwelling. On this basis, a more conservative approach with regards to the statutory car parking reduction has been taken throughout this assessment. The amended approach to car parking resulted in no changes to the plans, and as a reduction in the statutory car parking rate has formed part of this development from the start, there was no requirement to re-advertise the application.

Referrals

External Referrals

62. No external referrals were required.

Internal Referrals

63. The original application was referred to Council's Engineering Services Unit, Urban Design Unit, Open Space Unit and ESD Officer, with referral comments attached to this report. The amended application was re-referred to Council's Engineering Services Unit and Urban Design Unit. These comments are also attached to this report.

OFFICER ASSESSMENT

64. This assessment will be framed around the following:
    (a) Strategic policy support;
    (b) Clause 55 Assessment;
    (c) Car Parking/Traffic;
    (d) Objector concerns.

Strategic policy support

65. State and local planning policies are consistent in outlining that the subject land is located in an area where an increased intensity of development is encouraged. The context of the site; within a GRZ, within close proximity to two MACs and with a substantial land area, creates an appropriate opportunity for increased residential density to occur.

66. The GRZ identifies the purpose of the land as an area in which *to encourage development that respects the neighbourhood character of the area,* whilst encouraging *a diversity of housing types and housing growth in locations offering good access to services and transport.* Further, Clause 11 of the Scheme states that planning is to *facilitate sustainable development that takes full advantage of existing settlement patterns, and investment in transport and communication, water and sewerage and social facilities.*

67. The dwellings would provide increased housing opportunities consistent with Clause 11.01 and Clause 16.01-2, which seeks to encourage new housing with good access to services and transport. This outcome is also encouraged by Clause 18.02 of the Scheme.

68. The site is within proximity to trams along Bridge Road and Swan Street and has excellent access to shops, restaurants, community facilities and supermarkets. The proposal will result in efficient use of existing infrastructure, consistent with Clause 21.04-1 of Council's MSS.

69. The application includes an increased density of dwellings while avoiding unreasonable amenity impacts, as will be assessed in detail below. Strategically, the development of the site is supported.

Clause 55 – ResCode

B1 – Neighbourhood character objectives

70. As can be seen in the following images, built form immediately adjacent to the land to the north and south along Coppin Street provides a consistent response with regards to the double-storey height, flat roof design and contemporary style.



No. 105 Coppin Street



No. 111 Coppin Street

71. The dwellings immediately opposite the site, on the western side of Coppin Street, are also contemporary in design, providing an eclectic character to the surrounding streetscape.



Nos. 106 & 108 Coppin Street

72. Given this context, it is clear that the site is located in an area undergoing a degree of change, with the lack of heritage overlay affecting the surrounding land providing for less restrictive outcomes with regards to design and built form.

73. The location of the subject site provides an appropriate response for the construction of a multi-townhouse development. The design of the western-most townhouse will retain a degree of integration with Coppin Street, with the use of articulation and different materials within the façade providing a degree of verticality along Coppin Street that retains the fine-grain pattern of this streetscape.

Similar design responses have been utilised along the Murray Street frontage, with this defining the individual dwellings and also retaining the fine-grain pattern of this secondary streetscape.

74. The proposal responds appropriately to the height of the contemporary townhouses to the north, south and east, being only one-storey higher, thereby complying with Clause 22.13-3.2 of the Scheme, with the separation provided by the adjacent streets to the north and south further improving the transition in scale between the existing built form.

75. Concerns were raised in Council's original Urban Design advice regarding the integration of the development with Coppin Street. It was noted that *the proposal does not provide primary frontages of any units to Coppin Street. It is acknowledged that Unit 01 provides its main pedestrian entrance from Coppin Street, however, the façade design presents side walls of Unit 1 that contain large portion of blank walls. Overall, the Coppin Street frontage is not acceptable and it is highly recommended to have Unit 1 and Unit 2 to front Coppin Street and provide their vehicular entrances from other two residential streets.*

76. To alleviate this concern, the amended design incorporated a design feature into the northern-most façade of Unit 1, with a section of light grey render to match the dimensions of the window on the southern side of the first-floor façade. Further, two windows have been provided at ground level. The differences between the original and proposed Coppin Street façade are demonstrated in the images on the following page.



Original Coppin Street façade



Amended Coppin Street façade

77. The primary pedestrian entrance for Unit 1 has always been provided from Coppin Street; this has been retained in the amended design. Given the design changes incorporated into the façade, it is not considered necessary to amend the internal layout to provide the pedestrian entrance for Unit 2 from this façade. The design of the façade allows the development to present as two modulated forms within the streetscape, with the vertical separation providing a fine-grain finish. This outcome is acceptable.

78. Urban Design also raised concerns with the primary use of Brady Street for vehicle access, with this resulting in a long stretch of garage frontage within this streetscape. However, the southern side of Brady Street already has this interface, with a wide crossover and three garages addressing the street. Of the three street interfaces, Brady Street provides the preferred outcome for vehicle access, based on the existing context along the southern side of this street.

79. A recommendation to alter the material of the garages was provided with this advice, so as to alleviate the impact of the appearance of the garages within the southern elevation. Recommendations included the use of glazing or a combination of different materials, to provide some contribution of this section of the building to the social and visual experience of the public realm.

80. The amended plans altered the finish of the garage doors to a translucent material, with the design of the doors alternating between vertical and horizontal patterns. A combination of white and green finishes will be used. Further, the garages will be separated through the provision of green walls and light coloured render. This outcome is considered reasonable, and will provide a degree of visual interest along this section of Brady Street.

81. Based on the above, the proposed development will adequately respect the existing and emerging neighbourhood character and the objective of the Standard will be met.

B2 – Residential policy objectives

82. The subject site is located within proximity of two MACs, with the development of the site resulting in efficient use of existing infrastructure and supporting an increase in population in established areas, consistent with Clause 21.04-1 of Council's MSS. The objectives of the Standard are met.

B3 – Dwelling diversity objective

83. This Standard does not apply to developments with less than 10 dwellings.

B4 – Infrastructure objectives

84. The proposal is located within an area with existing utility services and infrastructure, with the site already accommodating a building which is connected to all necessary services. The objectives of the Standard are met.

B5 – Integration with the street objective

85. Unit 1 will be oriented to Coppin Street, with the remaining dwellings addressing Murray Street to the north. The proposed fence to extend along both streetscapes will be 1.2m in height, thereby allowing clear views to the dwellings. This design is consistent with design guidelines at Clause 22.13-3.2 of the Scheme.

86. Individual paths will be provided for each dwelling, clearly identifying each entrance, with windows and balconies at the upper levels providing surveillance opportunities between the public and private realm. The objective of the Standard will be met.

B6 – Street setback objective

87. The context of the subject site results in no direct abuttals to the north and south, being separated from the adjacent sites by roads, and is on a corner, with the majority of frontage addressing Murray Street to the north.

88. Table B1 at Clause 55.03-1 notes that the development should be set back the average distance of the setbacks of the front walls of existing buildings on the abutting allotments. Whilst the adjacent sites along Coppin Street do not directly abut the subject site, this Standard provides guidance by which to retain the existing setback pattern along the streetscape.

89. The adjacent setbacks from Coppin Street are 3.021m and 3.741m provided to the south and north respectively. This equates to an average setback distance of 3.381m. Unit 1 is proposed to be setback 3.63m from Coppin Street. This distance achieves the objective of the Standard and suitably references the adjacent setbacks along the eastern streetscape, consistent with Clause 22.13-3.2 of the Scheme.

90. With regards to corner sites, the Standard notes that; *front walls of new development fronting the side street of a corner site should be setback at least the same distance as the setback of the front wall of any existing building on the abutting allotment facing the side street or 3 metres, whichever is the lesser.*

91. The Murray Street frontages will be set back 3.95m from the northern boundary, with the entrances recessed to be setback 5.2m from this interface. The adjacent dwelling addressing Murray Street is set back 6m from its front boundary. The setbacks provided from Murray Street respond well to the existing setbacks, with a generous area of open space within the front setbacks which references the context of the sites to the east. The objective of the Standard is met.

B7 – Building height objective

92. Pursuant to Clause 32.08-9 and Schedule 2 of the Zone, a building constructed for use as a dwelling must not exceed 9m in height or 3 storeys at any point. The development meets these provisions and complies with the Standard, with a maximum height of 8.93m proposed.

B8 – Site coverage objective

93. The development will encompass 65.7% of the site, thereby exceeding the 60% coverage recommended by the Standard. This outcome is acceptable, given the inner-urban context of the land and the high site coverage found in adjacent sites, in particular the contemporary townhouse developments to the north and south of the land. Given the existing context, this outcome is acceptable.

B9 – Permeability objectives

94. The Town Planning Report submitted with the application indicates that the development will provide 30% permeability, thereby meeting the 20% recommended by the Standard. A Garden Area Plan (TP-023) indicates that a garden area of 30% will be provided, as required by clause 32.08-4 of the Scheme. The garden area does not include the areas of driveway adjacent to Brady Street.

95. It is noted that the driveways will be finished with permeable paving; this is demonstrated in the finishes schedule and on the landscape plan, with a notation on the floor plan confirming this. Based on this, the overall permeability of the site will exceed the 30% specified in the report and further exceed the 20% specified by the Standard.

B10 – Energy efficiency objectives

96. The proposal will achieve a good level of energy efficiency, with the ESD report submitted with the application describing the following features to be incorporated into the design;
    (a) Each dwelling will be provided with a rainwater tank (1,000L capacity), with the drawings noting that these tanks will be connected to toilets within the development;
    (b) A STORM rating of 126% will be achieved, with a BESS score of 57% (50%+ achieving best practice);
    (c) Each dwelling will be provided with a separate solar array, with individual capacities of 2kW;
    (d) Natural ventilation and daylight will be provided to all habitable rooms, with the principal living rooms and areas of open space oriented to the north;
    (e) External clothes drying lines will be installed in each balcony;
    (f) Double-glazed windows will be provided for all north-facing habitable rooms to improve thermal performance;
    (g) Internal space for bicycle storage will be provided at ground level for each dwelling;
    (h) The degree of on-site permeability will exceed the recommendations of the relevant Standard.

97. All of these measures will assist in achieving a good energy efficiency outcome, however a number of additional requirements were requested by Council's ESD Advisor, as follows;
    (a) An amended BESS report to include;
        (i) the NatHERS heating and cooling loads, ensuring that the Energy section of the report achieves a minimum 50% best practice score. An average NatHERS rating of 7 Stars is required;
        (ii) an updated Water section, to achieve or exceed the required 50% best practice standard. Increased capacity for the 1,000L rainwater tanks is recommended in order to achieve this outcome.
    (b) External shading for the second-floor west-facing window in Townhouse 01, such as exterior adjustable blinds, louvers; as well as a horizontal fixed eave over the north-facing windows of the second-floor bedrooms;
    (c) At least one operable window for each habitable room to optimise opportunities for cross ventilation.
    (d) The location of food production gardens for each dwelling, as outlined in the BESS report;
    (e) A solar hot water system.

98. The majority of these commitments and amendments can be required via conditions of a permit, if one is to issue, with the BESS and ESD reports to be endorsed if a planning permit is to issue. The Applicant has indicated that they do not wish to commit to a solar hot water system at this stage, and may explore this option later within the building process. As individual rainwater tanks and a solar array is already included within the development, these features are considered to provide a good approach to energy efficiency and the addition of the solar hot water system is not required.

99. It is not considered that the energy efficiency of adjacent sites will be unreasonably impacted by the proposed development. On this basis, the proposed development satisfies the requirements of Clause 22.16 (Stormwater Management) and Clause 22.17 (Environmentally Sustainable Development) of the Scheme.

B11 – Open space objective

100. This standard does not apply as no public or communal open space is proposed.

B12 – Safety objective

101. The dwelling entrances for Units 2-7 are clearly visible along Murray Street, with the entrance for Unit 1 obvious within the Coppin Street frontage. The 1.2m high fencing along the northern and western boundaries will allow views to all entrances from the adjacent streets, further increasing the safety of each dwelling. The floor plan also indicates that all entrances will have external sensor lighting provided. The Standard will be met.

B13 – Landscaping objectives

102. The proposal allows for a good degree of landscaping to be provided. A number of existing trees will be retained, with additional trees and shrubs proposed within the Coppin Street and Murray Street frontages. A Landscape Plan, prepared by Wallbrink Landscape Architecture, was submitted, with this outlining all existing and proposed vegetation within the site. The plan was referred to Council's Open Space Unit, who confirmed that the plan and the proposed species were generally acceptable, with the following comments and requests for further information provided;
    (a) Additional detail on the proposed 'permeable paving' is required. The legend does not provide adequate information, with part of the drive over grid pavers appearing to be located along Brady Street. This finish is not supported in the area outside the property boundary, with potential maintenance issues arising;

(b) Further detail on the proposed planters at first floor is requested; to include information on the proposed material, height, width, water proofing, soil medium, drainage and irrigation of these features;

(c) The use of natural turf is preferred over synthetic turf. The latter reduces soil permeability and health and requires land-fill disposal at the end of its useful life. In addition it does not support insect or other biological processes, and retains heat.

103. Further, Open Space advice recommended the provision of an Arborist Report, a Tree Impact Statement and a Tree Management Plan. There are no trees that will be impacted outside the subject site, with no overlays on the land that require the retention of vegetation. On this basis an Arborist Report and Tree Impact Statement is not considered necessary, however the provision of a Tree Management Plan is. This plan recognises that a number of trees are to be retained within the site and it will provide measures by which these trees can be protected.

104. These alterations and additional information can be required via conditions, if a planning permit is to issue.

105. The degree of landscaping proposed is similar to existing conditions within the site, and reflects the amount of vegetation found within adjacent sites. The provisions of Clause 22.13-3.2 and the objectives of the Standard are met.

B14 – Access objectives

106. This standard seeks to ensure that the number of vehicle crossovers respects the character of the street, whilst maximising the retention of on-street car parking spaces. The proposed development seeks to provide new vehicle crossings on Brady Street. As parking is prohibited along the northern side of this street, no on-street car parking spaces will be affected by these works.

107. It is recognised by Council's Engineers that vehicles park in an informal arrangement along the southern side of Brady Street, with the narrow width of the street resulting in cars parking partially upon the kerb. This practice is allowed, with permit parking restrictions along this side of the street. The original design of the proposed garages provided a 1m setback from the subject site's southern boundary, with pedestrian doors for each dwelling restricting the width of the garage doors. The combination of these factors inhibited cars from entering or exiting the garages when cars were parked on the southern side of Brady Street. On this basis, Council's Engineers recommended that vehicle access be provided from Murray Street instead.

108. This alternative arrangement would result in a compromised design outcome, with the retention of the northerly aspect for primary frontages and open space (and not garages) a preferred response. Whilst a small number of dwellings address Brady Street, this roadway has more of a laneway character, with rear boundary fences and roller doors common features along both sides of the streetscape. Crossovers are also a relatively common characteristic along both sides of Brady Street, particularly further to the east, with on-site vehicle access provided within a number of sites.

109. Murray Street, whilst providing some vehicle access, is primarily a residential street with dwellings addressing both sides. Relocating the vehicle access to Murray Street would alter the character of this street, as well as compromising the amenity of the new dwellings as outlined above.

110. Instead, an alternative design to the Brady Street access was submitted via the amended plans, with the rear setback increased to 1.3m, and the pedestrian entrances removed from this interface. This allowed each garage door to increase in width from 3.4m to 3.8m.

Swept path diagrams were submitted with the amended plans, with these satisfactorily demonstrating that entry and exit movements into and out of the garages for the B85 design vehicle via Brady Street could occur. The on-street parking on the southern side of the street was factored into the assessment, and Council Engineers confirmed that this outcome was acceptable.

111. It is highlighted that the swept path diagrams referred to the parked vehicle as a 'small car', however Council's Engineers confirmed that a B85 design vehicle would also be able to park in this space. As noted in the Engineering advice '*Width-wise, there is only a difference of 17cm between the B85 design vehicle and a small car – this should not be critical in terms of turning movements for a car entering or exiting into and out of the garages'.*

112. It is noted that a sewer vent is located directly adjacent to the site's southern boundary. To allow access to the proposed garages, the sewer vent must be relocated to the satisfaction of the relevant water authority. A note to this effect will be added to any planning permit issued.

B15 – Parking location objectives

113. The on-site car parking spaces for the dwellings will be provided in the form of individual garages, with car stacker units provided for 4 of the 7 dwellings. The car stackers are located beneath the living rooms of these dwellings, with bedrooms at second floor. The separation of the stackers from the bedrooms will limit unreasonable noise impacts to these more sensitive rooms to an acceptable degree.

114. The specifications of the stacking systems have been assessed by Council Engineers, with the Wöhr Parklift 461 type car stacker to be used. The use of this type of stacker is considered appropriate for this development, and satisfies the vehicle height clearance requirement of *Design standard 4: Mechanical parking* of the Scheme.

115. The car spaces are conveniently located and secure, with direct access to each dwelling. It is not clear whether the design of the garage doors provide any openings to allow for natural ventilation. A condition of the permit can require a degree of ventilation to be shown on the plans. On this basis, the objective of the Standard is met.

B17 – Side and rear setbacks objective

Western setback

116. The setbacks from Unit 7 to the western boundary are outlined below;

Wall location	Wall height	Setback required	Setback provided	Complies?
Ground floor entrance	2.4m	1m	1.5m	Yes
First-floor balcony	5.9m	1.69m	1.4m	No
First-floor kitchen	5.9m	1.69m	1.25m	No
Second floor master bedroom	8.93m	4.02m	1.4m	No
Second floor bedroom 2	8.93m	4.02m	1.25m	No

117. The first and second-floor setbacks do not comply with the Standard, however a variation is considered acceptable, based on the existing context of the adjacent site to the east. This site has frontages to Murray Street to the north and Brady Street to the south, with the section of land along the western side of the dwelling narrow and appearing to be used for services (hot water system). The rear section of land on the southern side of the site also appears to be more of a service area, with a fixed clothes line within this space.

It is the area of land on the northern side of the dwelling that has a more accessible and direct connection with the primary living room of the dwelling at ground level, along with a northern orientation and better amenity than any other section of land on the site.

118. A small length of wall (1.2m) will extend beyond the front verandah of the adjacent property to the north, with a 3.2m long wall adjacent to the open space to the south. Given the relatively limited length of wall to the north, the non-compliant setback of this wall is not anticipated to result in unreasonable visual impacts from the abutting site. It is also not expected that any significant shadows will be cast by this wall, with this aspect to be discussed later within this report.

119. An existing 3.6m high wall extends along the rear section of the shared boundary, with this wall creating a visual presence within the open space to the south of the adjacent site. This wall will be removed and replaced with a 2.8m high ground floor wall, with the non-compliant setbacks above. The new wall along the boundary will reduce the existing heights experienced along the boundary, with the walls above provided with enough of a setback so as to appear as a more recessive element when viewed from the south-east.

120. Given the context of the open space within the adjacent site as outlined above, this outcome is considered acceptable. The occupants of this dwelling have a choice between open space to the north and south of the dwelling, with no unreasonable visual impacts expected to affect the northern area of space within this site. The objectives of the Standard are met.

Southern elevation

121. The setbacks of all dwellings from the southern boundary are outlined below.

Wall location	Wall height	Setback required	Setback provided	Complies?
Ground level/garages	2.4m	1m	1.3m	Yes
First-floor kitchens	5.9m	1.69m	0.7m	No
Second-floor bedrooms	8.93m	4.02m	0.7m	No

122. The lack of compliance associated with the setbacks of the two upper levels is appropriate based on the following;
    (a) A pattern of limited setbacks from Brady Street is already evident, with reference to the double-storey townhouses immediately to the south of the site;
    (b) The southern walls are directly adjacent to Brady Street, thereby providing an additional 5m between these walls and the dwellings to the south;
    (c) The combined distance will assist in reducing visual impacts from the dwellings on the southern side of Brady Street, in particular from the first-floor habitable room windows of these dwellings;
    (d) The non-compliant setbacks will not result in unreasonable overshadowing to these adjacent dwellings, as will be discussed later within this report.

123. The objective of the Standard is met.

B18 – Walls on boundaries objective

Western boundary

124. To comply with this standard, any new wall constructed along the western boundary should not exceed 11.9m in length. The standard also notes that the average wall height should not exceed 3.2m, with no part higher than 3.6m unless abutting a higher existing or simultaneously constructed wall.

125. The ground floor plan provides a dimension of 11.05m for the length of the ground floor wall, with the scale equating to 10.8m. The east elevation indicates (via scale) that this wall will be 11.2m in length. All of these lengths meet the Standard. The height of the ground floor wall, at 2.8m, will also meet the Standard.

126. The length of the new wall along the first and second-floor boundary scales at 8.4m on the first-floor plan and 8.8m on the second-floor plan, with a dimension of 9.2m on the latter. These wall lengths will meet the Standard.

127. The maximum height of the wall to level 2 will be 8.93m, thereby not meeting the remainder of the Standard. This outcome is acceptable, based on the following;
    (a) The majority of the new boundary wall will be located directly opposite the service area and double-storey wall to the east;
    (b) Walls on boundaries form a common feature of the neighbourhood character;
    (c) The proposed wall will not cause unreasonable loss of daylight to the adjacent dwelling, being located opposite a west-facing window with a separation of 2.4m provided. This aspect will be discussed in detail within the following Standard.

128. The objective of the Standard is met.

B19 – Daylight to existing windows objective

129. There are a number of HRW addressing the subject site within the dwellings to the north, south and east. The dwellings to the north and south are separated from the subject site by Murray Street and Brady Street respectively, thereby limiting amenity impacts to these sites. The only HRW within the dwelling to the east is setback 2.4m from the proposed boundary wall of the development, with this window at ground level. A non-habitable bathroom window is located within the first-floor of this dwelling. The setbacks provided from all of these windows will ensure that they will continue to have access to a minimum area of 3sqm and minimum dimension of 1m clear to the sky, as per the first part of Standard B19.

130. To adhere with the remainder of this Standard, walls more than 3m in height opposite an existing HRW should be set back from the window at least 50 per cent of the height of the new wall. The maximum height of the new walls will extend to 8.9m, thereby requiring a setback of 4.45m from all HRW to comply.

131. The proposed northern walls will be set back 11.5m and 12.5m from the adjacent windows within the dwellings to the north. The southern walls will be set back 7.3m from the windows to the south. In both instances the Standard will be met.

132. The eastern wall will be set back 2.4m from the ground floor HRW to the east, thereby failing to meet the Standard. A variation in this instance is considered acceptable, based on the following;
    (a) The west-facing window within the adjacent dwelling is a secondary window to the ground floor living room. The primary light source for this room are two north-facing, full-height windows, as demonstrated in the image below. It is not anticipated that the new wall will result in unreasonable loss of daylight to this room, given the provision of the more substantial north-facing windows. On this basis, the objective of the Standard is met.



Land on the northern side of the adjacent dwelling

B20 – North-facing windows objective

133. There are no north-facing windows within 3m of the subject site.

B21 – Overshadowing open space objective

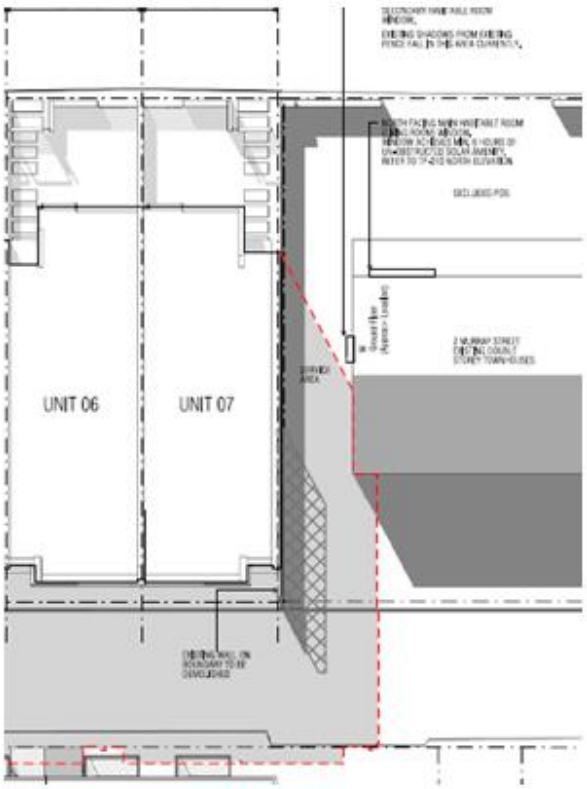
134. SPOS associated with the double-storey townhouses to the south is located at first-floor, in the form of terraces above the respective garage of each dwelling. The separation provided by Brady Street, along with the elevated location of the terraces, ensures that at no time throughout the day will these areas be affected by additional shadows cast by the proposed development.

135. Sectional shadow diagrams also demonstrate that no additional overshadowing will affect the first-floor north-facing balconies of these dwellings at any time during the day at the September equinox.

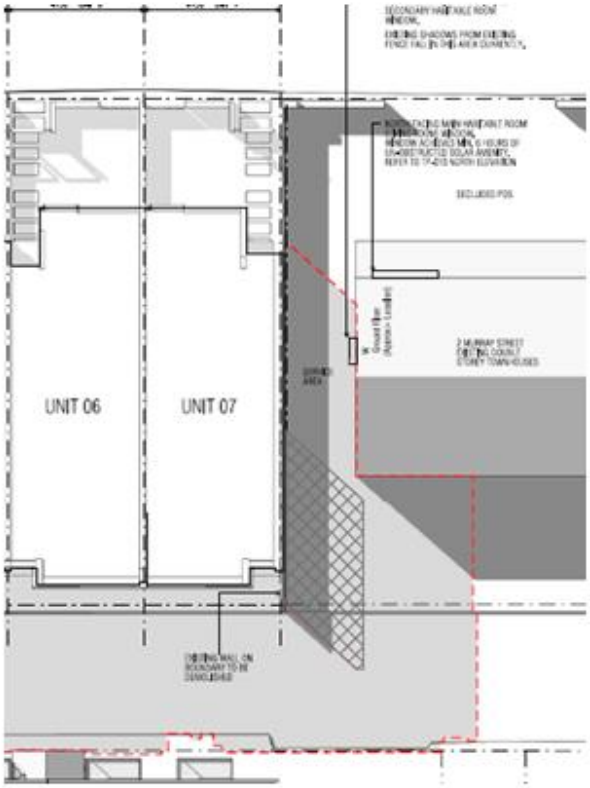
136. The shadow diagrams indicate that additional shadows will be cast within the southern open space area of the property to the east from midday onwards. As noted previously, amended shadow diagrams were submitted by the applicant on 29 May 2018, with these plans including the existing shadows cast by the garage wall abutting the site's eastern boundary. The amended drawings demonstrate that existing shadows extend to cover almost half of this open space by 3pm.

137. The new development will result in significant overshadowing to this area of open space during the afternoon; however it is noted that the adjacent dwelling also contributes to a large degree of shadowing within its own site. Further, as outlined previously, the layout of the adjacent site appears to rely more on space at the front (north) of the dwelling for recreational purposes, with the land along the western side of the dwelling and at the rear providing more of a service area.

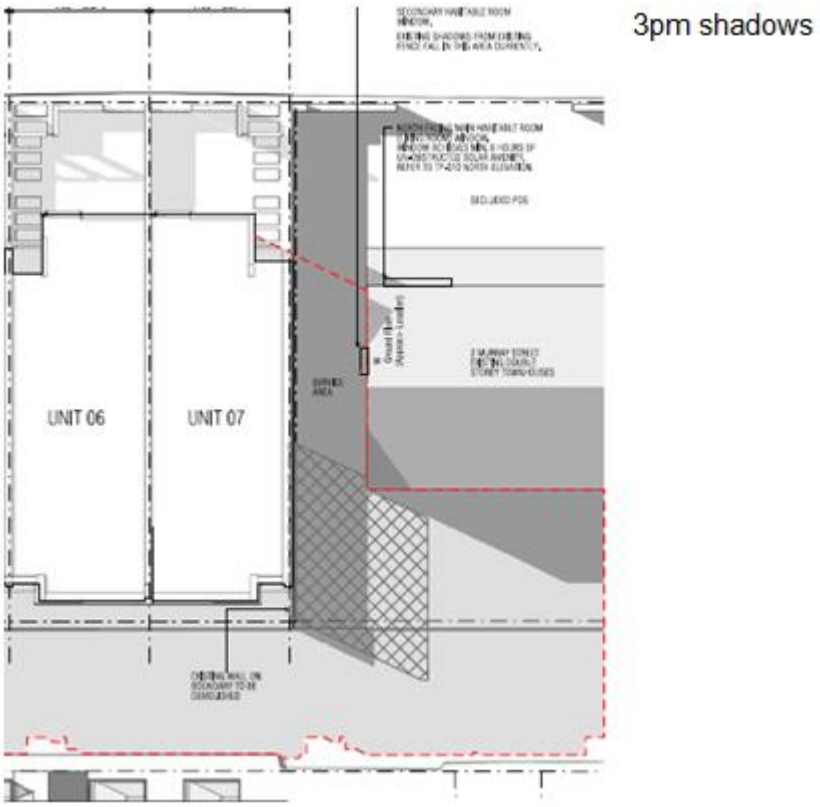
The shadows to be cast in this space, and the lack of shadows cast within the open space to the north, are shown below, with the new overshadowing portrayed in light grey, and the existing overshadowing in dark grey and a hatched pattern.



1pm shadows



2pm shadows



138. Given this context, it is considered that the most useable area of open space associated with the adjacent site is on the northern side of the dwelling. Based on the orientation of the site, this area receives good solar access, with a solid fence along the northern boundary restricting views to this space. The development of the subject site will not result in any additional overshadowing of this area. This outcome is considered to be reasonable and the objective of the Standard is met.

B22 – Overlooking objective

139. The standard states that a HRW should be located and designed to avoid direct views into the SPOS of an existing dwelling (or a HRW) within a horizontal distance of 9m (measured at ground level). Views should be measured within a 45 degree angle from the plane of the window and from a height of 1.7m above floor level. This Standard does not apply to windows associated with non-habitable rooms (i.e. bathroom, staircase).

140. The proposed dwellings contain south-facing kitchen windows at first-floor and bedroom windows at second floor. Of the 7 dwellings, 5 are located directly opposite ground and first-floor north-facing windows within the townhouses on the southern side of Brady Street, with views to the first-floor terraces of these townhouses potentially available from the second-floor windows. To alleviate unreasonable overlooking to the south, the kitchen windows associated with these 5 dwellings have been screened with upward angled louvres, with a maximum transparency of 25%, for the full height of the windows. The bedroom windows have been screened with 10mm wide horizontal louvres to a height of 1.5m above the finished floor level of the second floor.

141. Whilst the overlooking diagram provided at Drawing TP-012 demonstrates that this measure will adequately limit views to the southern windows, it is not clear whether unreasonable views to the first-floor terraces will be addressed.

To ensure that the Standard is met, a condition can be added to any permit issued requiring the screening for the bedroom windows to be extended in height to 1.7m above the floor level, and have a maximum transparency of 25%.

142. The kitchen windows of Units 1 & 2 have not been provided with any screening; these windows directly address blank walls to the south. The bedroom window of Unit 2 has been screened in accordance with those further to the east, as views to the first-floor terrace may be possible from this dwelling. To further ensure that compliance is achieved, the condition outlined above will include the bedroom window to Unit 2.

143. The east-facing kitchen and bedroom windows of Unit 7 have been screened to prevent unreasonable views to the SPOS to the east, with the kitchen window screened for its full height and the bedroom window screened to a height of 1.7m with horizontal louvres. To ensure the Standard is met, a condition of any permit issued can require notations added to the east elevation that specify the transparency of this screening will be no greater than 25%.

144. The north-facing windows and first-floor balconies will be setback 13.5m and 11.4m respectively from any habitable room windows within the dwellings to the north. As both distances exceed the 9m distance outlined in this Standard, no screening measures are required.

145. All views to the west within 9m will fall within the Burnley Street road reserve and public realm.

146. Based on the conditions discussed, the Standard will be met.

B23 – Internal views objective

147. To limit views into the SPOS and HRW of dwellings within a development, Standard B23 states that windows and balconies should be designed to prevent overlooking of more than 50 percent of the SPOS of a lower-level dwelling directly below and within the same development. In this instance, SPOS is provided for all dwellings via first-floor balconies, with no SPOS below.

148. The plans indicate that full height cladding will be located on one, if not both sides, of each balcony. This will restrict internal views and ensure the objective of the Standard is met.

B24 – Noise impacts objective

149. Car stacking systems are proposed within 4 of the 7 dwellings. These car stackers will be located directly beneath the kitchen of each dwelling, with all bedrooms located at the second floors. This separation provides appropriate attenuation to these more sensitive rooms within the development.

150. Concerns have been raised about potential noise impacts from first-floor balconies addressing Murray Street. The noise generated by the new dwellings will be residential in nature and it is not considered that the proposed development of the site will generate unreasonable noise impacts on surrounding residential sites. The Scheme does not include reference to applicable noise control legislation, instead the *Environment Protection (Residential Noise) Regulations 2008* is the relevant legislation regarding residential noise impacts and how they can be controlled.

B25 – Accessibility objective

151. The dwelling entries at the ground floor of all proposed dwellings will be accessible to people with limited mobility, with Unit 1 containing a lift to provide access to the upper levels. The Standard will be met.

B26 – Dwelling entry objective

152. A degree of shelter and transitional space will be provided around the entrances to each dwelling, with these entrances clearly visible from Coppin Street and Murray Street. The Standard will be met.

B27 – Daylight to new windows

153. All new habitable room windows will receive adequate daylight in accordance with the Standard, being oriented to face an outdoor space clear to the sky with a minimum area of 3sqm and minimum dimension of 1m.

B28 – Private open space objective

154. Each dwelling will have access to open space at ground level, directly accessed from the living rooms at ground floor. First-floor balconies, directly accessible from the principal habitable rooms at this level will also be available. The first-floor balconies will be 6sqm for Unit 1 and 7sqm for Units 2-7. All of these balconies will have minimum depths of 1.9m.

155. Whilst the dimensions of the balconies fall slightly short of the 8sqm Standard, a minor variation is reasonable given the provision of the larger areas of open space available at ground level. Each balcony will have a good connection with the primary living spaces and will have a northerly orientation. The objectives of the Standard will be met.

B29 – Solar access to open space objective

156. Direct solar access will be available to the first-floor, north-facing balconies of the townhouses, ensuring that the Standard is met.

B30 – Storage objective

157. Each dwelling will be provided with generous internal storage at basement level, with additional storage at ground floor, ensuring the Standard is met.

B31 – Design detail objective

158. The proposed development is contemporary in design and incorporates modern materials, with the use of brickwork referencing more traditional materials in the area. The façade design, including in-set balconies and a combination of light and dark grey tones provides articulation and a visually interesting response which breaks up the massing of the development along all interfaces.

159. The flat roof form matches the roof designs to the north and south, with the window proportions and locations also referencing the modern character of the adjacent dwellings. The location and design of the garages along Brady Street are visually compatible with the development and an acceptable response within the Brady Street environment, with a number of garage doors located directly to the south of the site and further to the east along Brady Street.

160. There are some discrepancies in the material schedule (TP013) and elevations (TP010), with an amended materials schedule not provided when the Section 57A Plans were submitted. To ensure that all details are consistent, an amended materials and finishes schedule can be required via a permit condition, clearly detailing all materials proposed throughout the development to match the amended elevations.

161. Urban Design advice recommended that the solid balcony balustrades be replaced with glazing. This change is not considered necessary, with the small areas of solid balustrade providing a degree of articulation within both the Coppin Street and Murray Street frontages.

The development provides a relatively substantial degree of glazing through the use of large windows, particularly facing north, with the solid finish to the balustrades breaking up the massing of the facades by providing breaks within the glazed areas. This outcome is considered acceptable and the objective of the Standard is met.

B32 – Front fences objective

162. A 1.2m high fence will extend along the front (western) and northern boundaries of the site, with the fence constructed of a combination of vertical timber battens and a 'hit & miss' brick design. The height of the fence along Coppin Street will match the existing fence height along this boundary, with an existing solid fence (approximately 1.8m high) along Murray Street replaced with the lower-scale, more permeable design. Views to both street frontages will be available and the objective of the Standard will be met.

B33 – Common property objective

163. There is no common property proposed as part of the development.

B34 – Site services objectives

164. Bin storage will be provided within each garage, with individual mail boxes within the Murray Street and Coppin Street frontages. The objective of the Standard will be met.

Car Parking/Traffic

Car Parking

165. Clause 52.06-2 states that before a new use commences, the number of car spaces specified under Clause 52.06-5 must be provided. The Clause 52.06-5 requirements are outlined below.

Use	Bedrooms	Rate	No. required	No. proposed	Reduction required
7 Dwellings	3 bedrooms	2 resident space to each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedroom)	14	11	3
7 Dwellings		1 space for visitors to every 5 dwellings for developments	1	0	1
Total					4

166. The development requires a reduction of 3 residential and 1 visitor parking space. The reduction in residential parking is considered acceptable, with each dwelling having access to at least 1 on-site car parking space. Four of the seven dwellings would meet the statutory requirement.

167. Council Engineers raised no concerns with the reduction in both residential and visitor car parking, outlining the following;
    (a) Residents would know up-front that each dwelling would contain at least one on-site space.
    (b) The site is within walking distance of the Bridge Road MAC and good public transport services, with additional trams along Swan Street located 500m to the south of the site;

(c) Four of the seven dwellings contain mechanical parking in the form of car stacking systems. Based on this, the development does not have spare capacity to practically accommodate a single at-grade on-site space for visitors.

168. Permit parking zones extend along Murray and Brady Street, thereby detracting visitors from parking in these streets, with 2P restricted parking located along both sides of Coppin Street. The restricted parking will allow for regular turnover and available parking spaces for short-term stays, with the western side of Coppin Street providing unrestricted overnight parking. Given this context, it is likely that visitors to the site will be able to find parking in the surrounding area, with Council Engineers raising no objection to the reduction of one visitor space.

169. The internal layout of the individual garages and access to the dwellings from Brady Street is satisfactory, as confirmed in the Engineering comments, who noted;
    (a) *The internal dimensions of each garage satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004.*
    (b) *The submitted swept path diagram provided by MGA Traffic satisfactorily demonstrates the entry and exit movements into and out of a garage for the B85 design vehicle via Brady Street. The on-street parking that takes place on the south side of the street has been factored in the assessment.*

170. As outlined earlier within the report, vehicles parking on the southern side of Brady Street do so partially on the kerb, as shown in the following image. This arrangement is recognised by Council's Engineers and facilitated via the permit parking restrictions along this side of the street. If vehicles were to park fully within the street, there would be inadequate passing room along Brady Street. The proposed access to the new garages will ensure that these car parking spaces are maintained, with Council Engineers confirming that a B85 vehicle could be accommodated within this space.

171. Parking is prohibited along the northern side of Brady Street. No on-street car parking will be impacted by the proposal.



Traffic

172. Council Engineers anticipate traffic generation for the site to be in the order of 4 vehicle trips per dwelling per day, equating to a total of 28 vehicle trips for the overall development. Based on this assessment they stated that these volumes are considered low and should not adversely impact on the capacity of the surrounding road network.

Objector concerns

173. Concerns raised in the objections have either been discussed previously throughout this report, or are addressed below.

(a) *Demolition of the existing dwelling;*

The land is not affected by the heritage overlay, and the demolition of the existing dwelling does not require a planning permit in accordance with the General Residential Zone.

(b) *Does not respect the neighbourhood character;*

These aspects of the development have been discussed in paragraphs 69 to 80 of this assessment.

(c) *Overdevelopment of the site/excessive height;*

These aspects of the development have been discussed in paragraphs 91 & 92 of this assessment.

(d) *Lack of on-site open space;*

These aspects of the development have been discussed in paragraphs 93-94 & 154-155 of this assessment.

(e) *Potential off-site amenity impacts (overshadowing, loss of daylight, overlooking, noise)*

These aspects of the development have been discussed in paragraphs 129 to 150 of this assessment.

(f) *Loss of car parking spaces on Brady Street;*

These aspects of the development have been discussed in paragraphs 168 to 171 of this assessment.

(g) *Increased traffic impacts.*

This aspect of the development has been discussed in paragraph 172 of this assessment.

Conclusion

174. The proposal, subject to conditions outlined in the recommendation below, is an acceptable planning outcome that demonstrates compliance with the relevant Council policies. Based on the above report, the proposal complies with the relevant Planning Scheme provisions and planning policy and is therefore supported.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Internal Development Approvals Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN17/0730 for development of the land for 7 triple-storey dwellings and a reduction in the car parking requirement at 107 Coppin Street, Richmond, 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 Turco and associates, received by Council on 6 & 8 March 2018 but modified to show:
   (a) All dimensions to match the 1:200 scale on all drawings, with consistent heights and lengths of all walls shown on all floor plans and elevations;
   (b) Ventilation for all garages;
   (c) An amended materials and finishes schedule, demonstrating consistent details with materials and finishes shown on the proposed elevations;
   (d) Any changes to the plans associated with requirements of the Sustainable Design Assessment outlined at Condition 3;
   (e) External shading for the second-floor west-facing window in Townhouse 01, such as exterior adjustable blinds, louvers etc.;
   (f) A horizontal fixed eave over the north-facing windows of the second-floor bedrooms;
   (g) At least one operable window for each habitable room;
   (h) The location of food production gardens for each dwelling;
   (i) Any changes to the plans associated with requirements of the Landscape Plan outlined at Condition 5;
   (j) The following windows to be screened to a height of 1.7m above the finished floor level and with a maximum transparency of 25%, in accordance with Standard B22 – Overlooking of the Yarra Planning Scheme;
      (i) Second-floor south-facing bedroom windows of Units 2-7;
      (ii) First-floor east-facing kitchen window of Unit 7;
      (iii) Second-floor east-facing bedroom window of Unit 7.

2. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

3. Before the development commences, an amended Sustainable Design Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Design Assessment will be endorsed and will form part of this permit. The amended Sustainable Design Assessment must be generally in accordance with the Sustainable Design Assessment prepared by Aaron Paris and dated 20 November 2017 but modified to include or show:
   (a) An amended BESS report to include;
      (i) the NatHERS heating and cooling loads, ensuring that the Energy section of the report achieves a minimum 50% best practice score;
      (ii) An average NatHERS rating of 7 Stars is required;
      (iii) An updated Water section, to achieve or exceed the required 50% best practice standard;

4. The provisions, recommendations and requirements of the endorsed Sustainable Design Assessment must be implemented and complied with to the satisfaction of the Responsible Authority.

5. 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 Wallbrink Landscape Architecture and dated 20 November 2017, but modified to include (or show):

(a) Additional detail on the 'permeable paving' with none of this paving type to be provided outside the title boundaries;
(b) Further detail on the proposed planters at first floor, including information on the proposed material, height, width, water proofing, soil medium, drainage and irrigation of the planters;
(c) The use of natural turf instead of synthetic turf.

6. Before the buildings are 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.

7. 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 proposed trees to be retained on site;
      (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.

8. The provisions, recommendations and requirements of the endorsed Tree Management Plan must be complied with and implemented to the satisfaction of the Responsible Authority.

9. 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.

10. 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.

11. Before the building occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:
   (a) at the permit holder's cost; and
   (b) to the satisfaction of the Responsible Authority.

12. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:
   (a) in accordance with any requirements or conditions imposed by Council;

(b) at the permit holder's cost; and
(c) to the satisfaction of the Responsible Authority.

13. 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.

14. 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.

15. 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;

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

17. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
    (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
    (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
    (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

18. This permit will expire if:

    (a) the development is not commenced within two years of the date of this permit; or
    (b) the development is not completed within four years of the date of this permit.

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

NOTES:

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

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

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

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

A local law permit may be required for tree removal. Please contact Council's Compliance Branch on 9205 5166.

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

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

Attachments

1 PLN17/0730 - 107 Coppin Street Richmond - Advertising S57 - Plans
2 PLN17/0730 - 107 Coppin Street Richmond - Advertising S57 - Swept Path Diagram
3 PLN17/0730 - 107 Coppin Street, Richmond - Landscape Plan
4 PLN17/0730 - 107 Coppin Street, Richmond - Amended shadow diagrams - existing conditions
5 171130 - Coppin Street, 107, Richmond
6 PLN17/0730 - 107 Coppin Street Richmond - UD Comments
7 PLN17/0730 - 107 Coppin Street Richmond - UD re-referral 18 April 2018
8 PLN17/0730 - 107 Coppin Street Richmond - Engineering comments
9 PLN17/0730 - 107 Coppin Street, Richmond - Engineering referral comments

Attachment 1 - PLN17/0730 - 107 Coppin Street Richmond - Advertising S57 - Plans

A3

DRAWING LIST

TP000	COVER PAGE
TP001	URBAN CONTEXT PLAN
TP002	LOCAL CONTEXT PLAN
TP003	DESIGN RESPONSE PLAN
TP004	EXISTING CONDITIONS / DEMOLITION PLAN
TP005	PROPOSED PLAN - BASEMENT
TP006	PROPOSED PLAN - GROUND LEVEL
TP007	PROPOSED PLAN - LEVEL 1
TP008	PROPOSED PLAN - LEVEL 2
TP009	PROPOSED PLAN - ROOF
TP010	ELEVATIONS
TP011	SECTIONS
TP012	OVERLOOKING SECTION/DETAIL
TP013	MATERIAL SCHEDULE
TP014	PERSPECTIVE 01
TP015	SHADOW DIAGRAM 9am
TP016	SHADOW DIAGRAM 10am
TP017	SHADOW DIAGRAM 11am
TP018	SHADOW DIAGRAM 12pm
TP019	SHADOW DIAGRAMS 1pm
TP020	SHADOW DIAGRAMS 2pm
TP021	SHADOW DIAGRAMS 3pm
TP022	DEVELOPMENT SUMMARY
TP023	PROPOSED PLAN - GARDEN % CALC
TP024	BRADY STREET PERSPECTIVES



MURRAY STREET PERSPECTIVE VIEW (NORTH)

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COPPIN STREET TOWNHOUSES
107 COPPIN STREET, RICHMOND

COVER PAGE
TP-000 REV01

TS @ A1 / A3
14 Nov 2017

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LEGEND

- TRAIN LINE
- TRAM LINE
- MAIN ROAD
- SECONDRAY ROAD
- FUTURE SCHOOLS
- CURRENT SCHOOL
- TRAIN STATION

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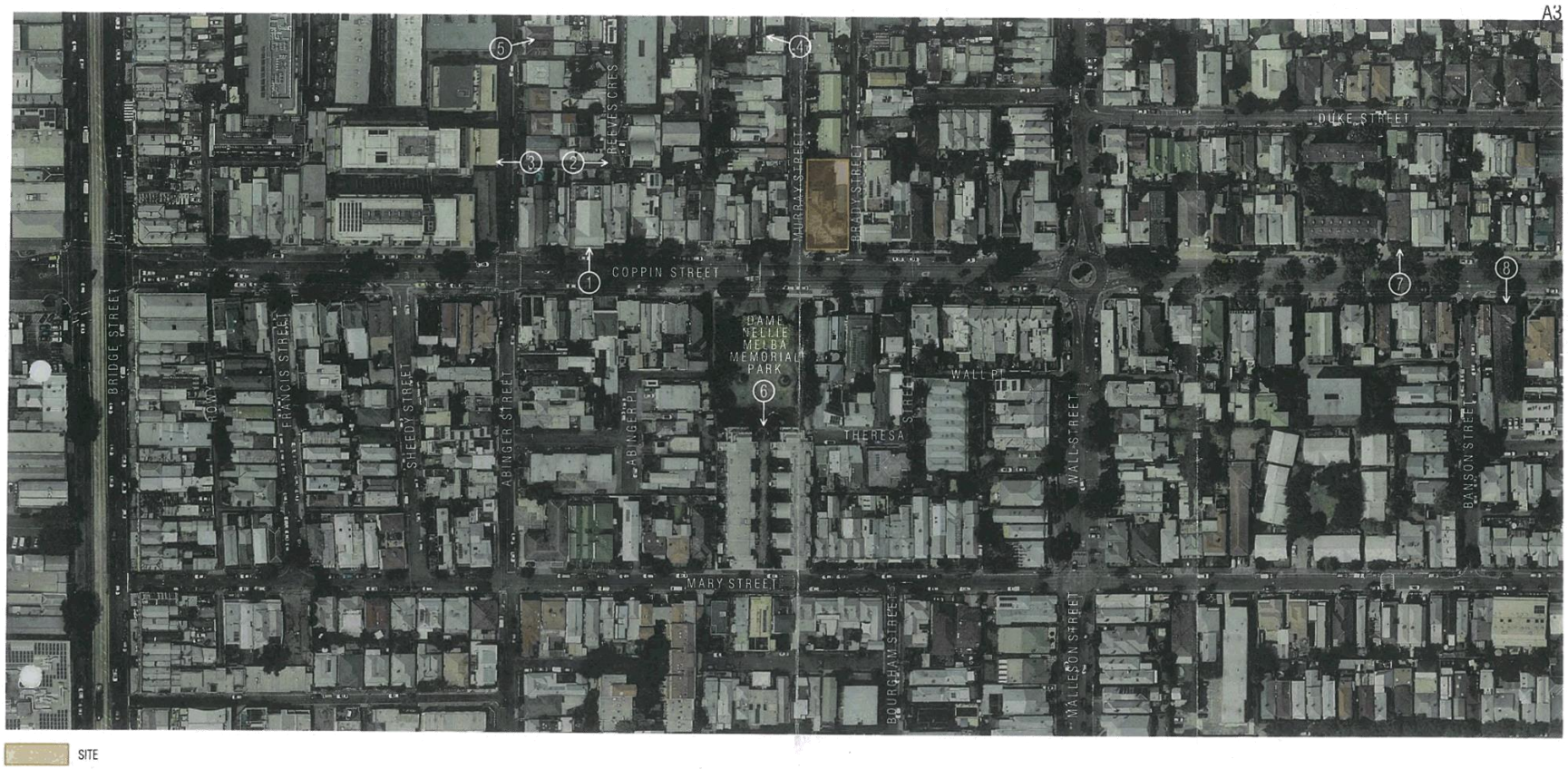




PHOTO 1 - LARGE SCALE 3 STOREY BUILDING | P2 - 3 STOREY RESIDENCE | P3 - 3 STOREY TOWNHOUSE | P4 - 3 STOREY TOWNHOUSE | P5 - 3 STOREY RESIDENCE | P6 - 3 STOREY RESIDENCE | P7 - 3 STOREY DWELLING | P8 - 4 STOREY DWELLING

06 MAR 2018

COPPIN STREET TOWNHOUSES
107 COPPIN STREET, RICHMOND

SITE CONTEXT PLAN
TP-002

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23 June 2017

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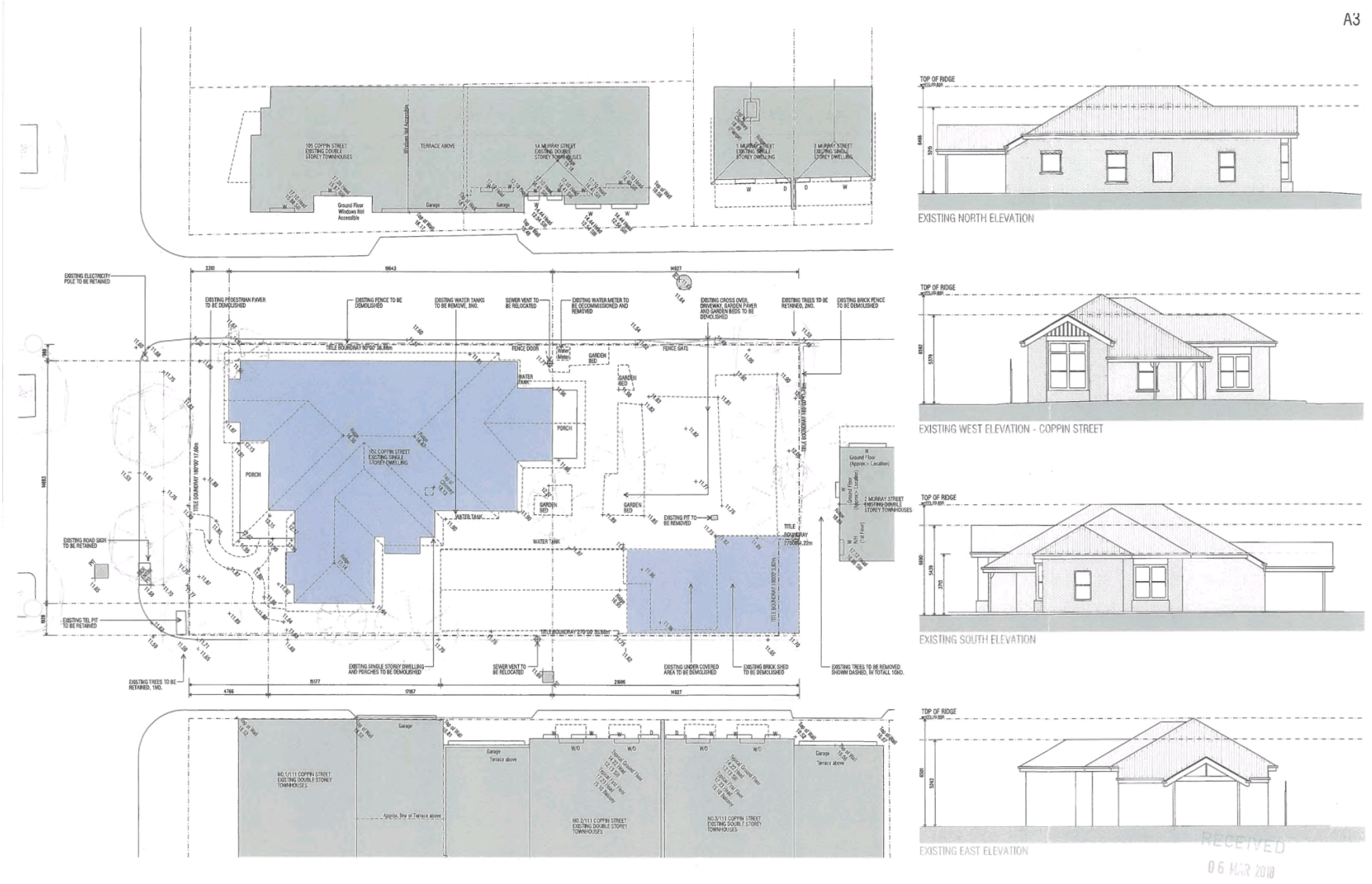
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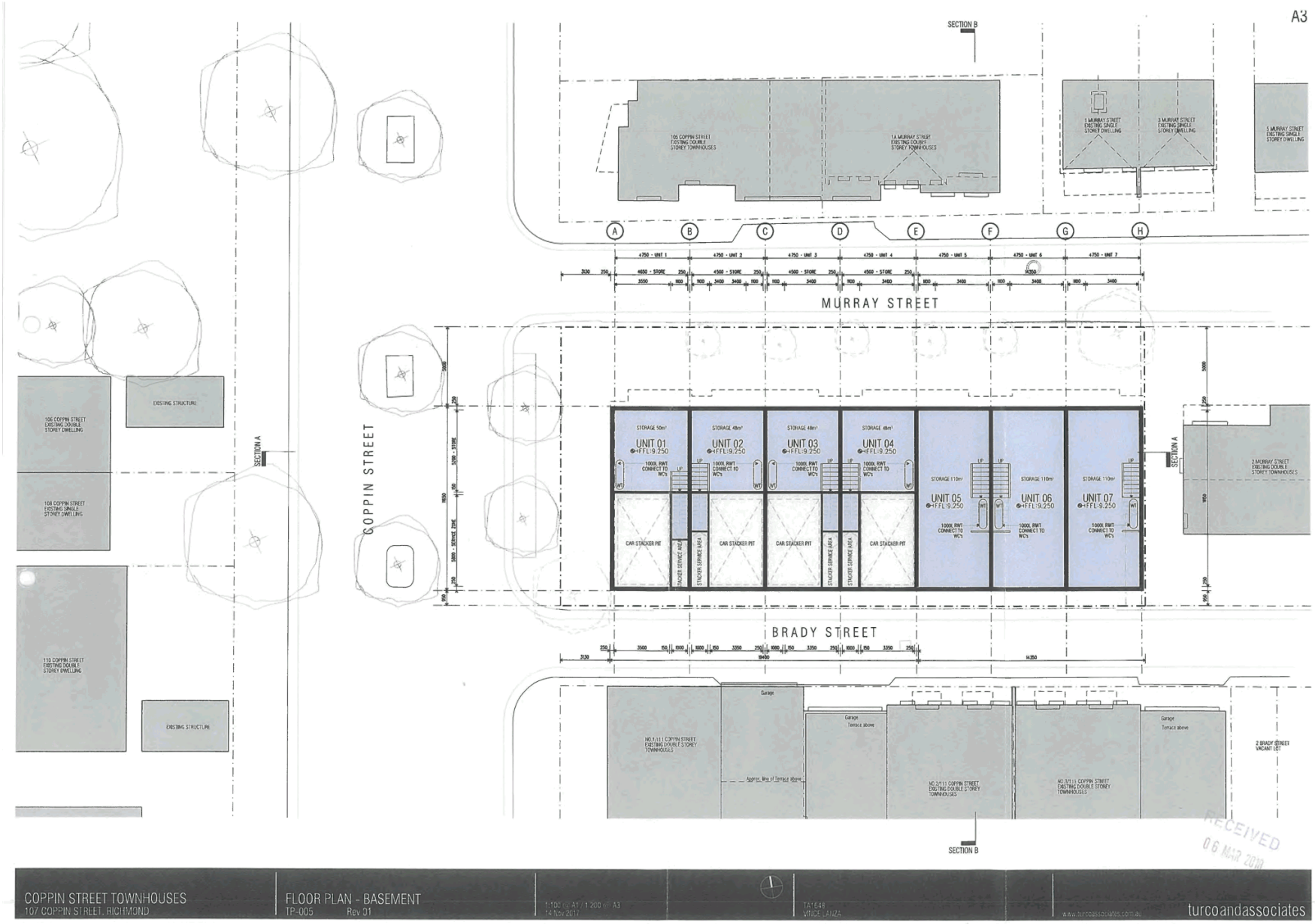
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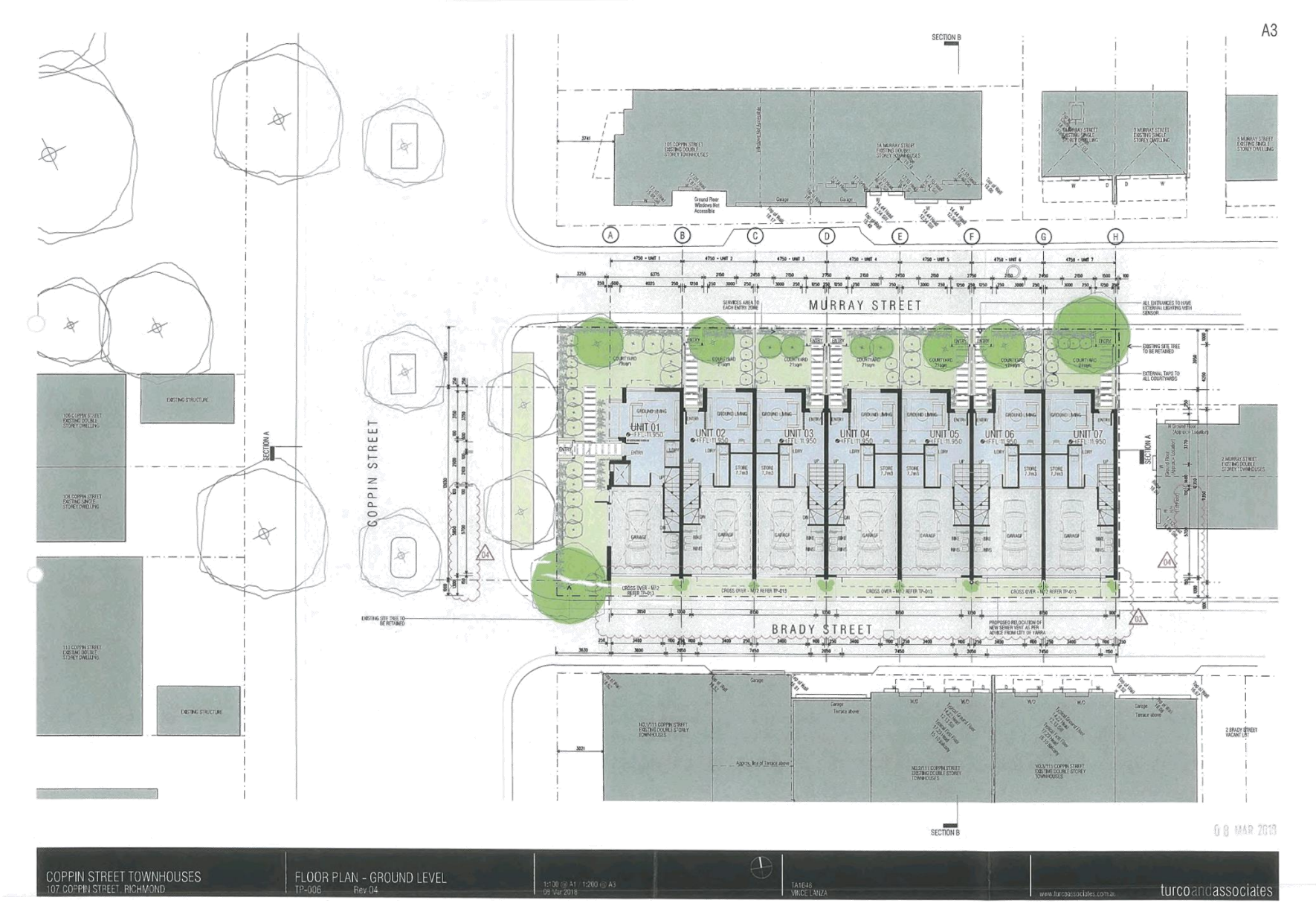
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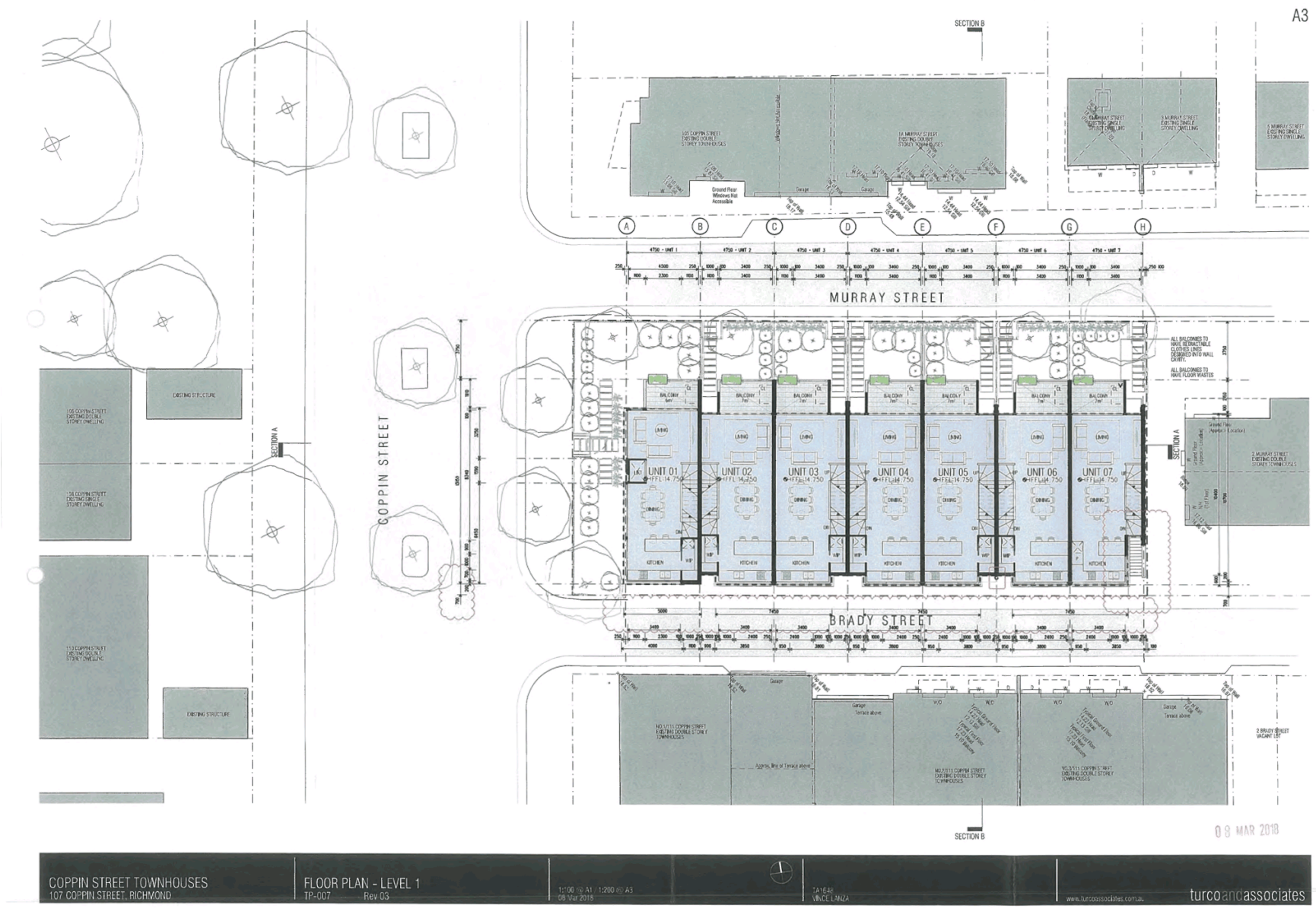
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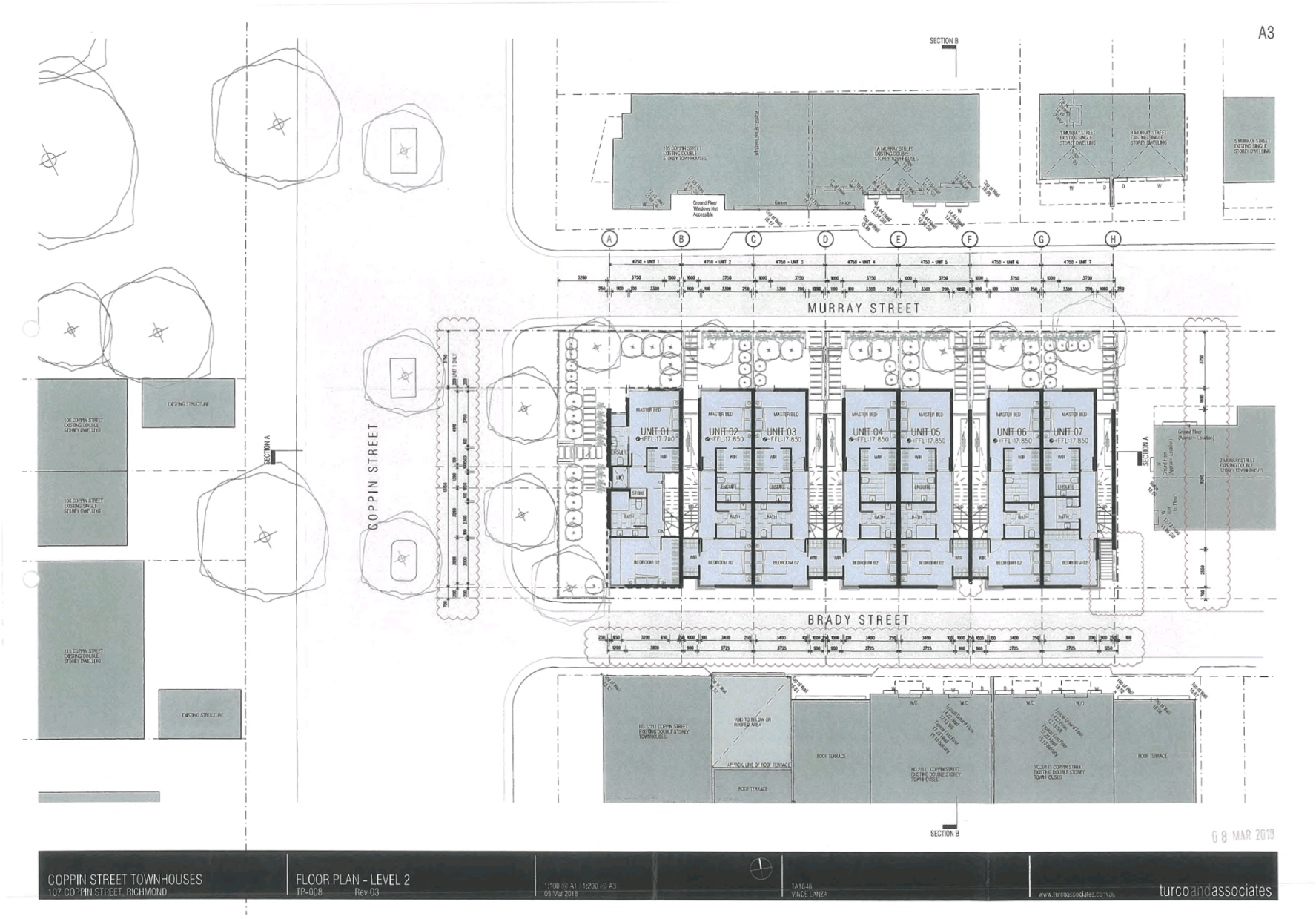
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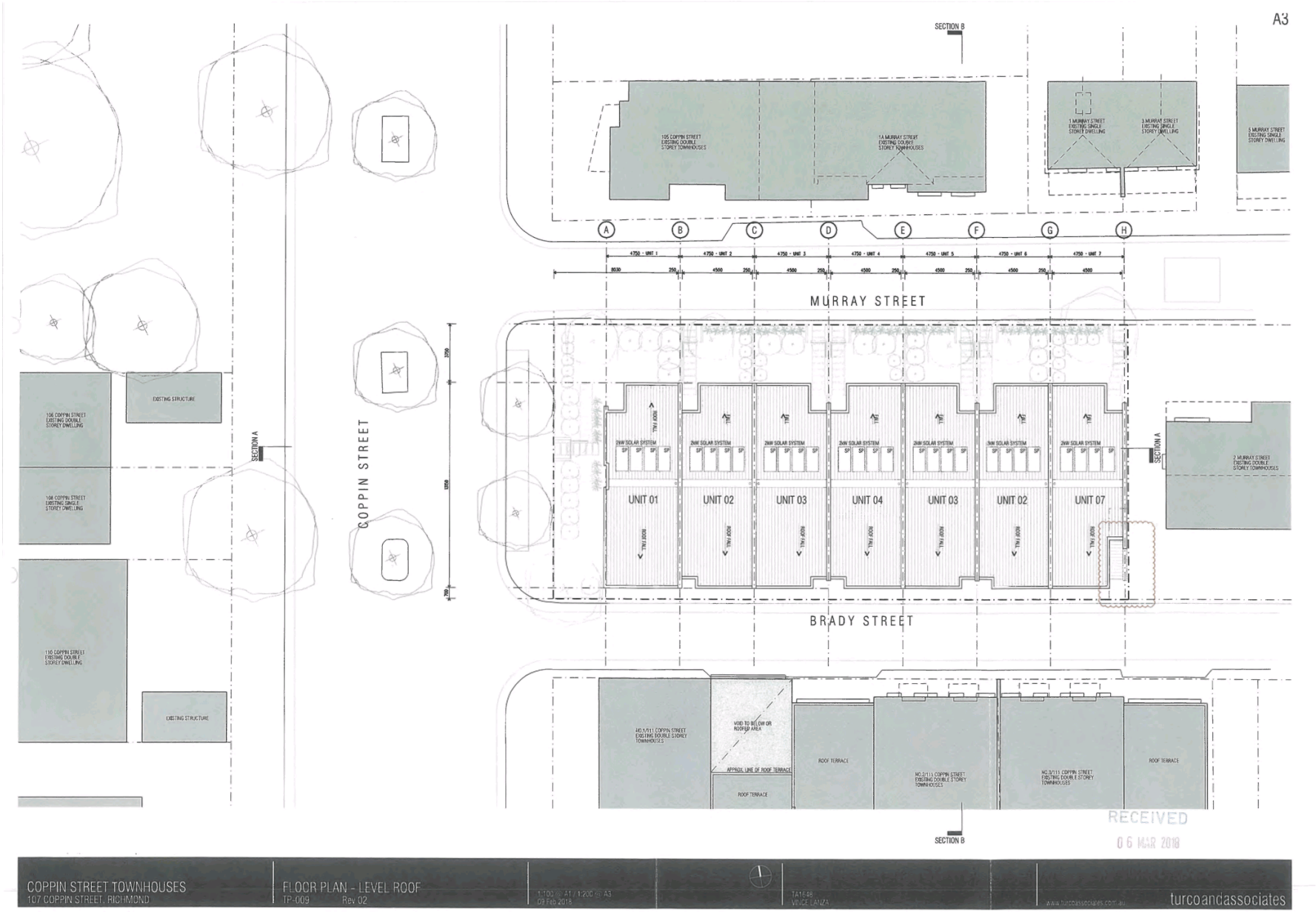
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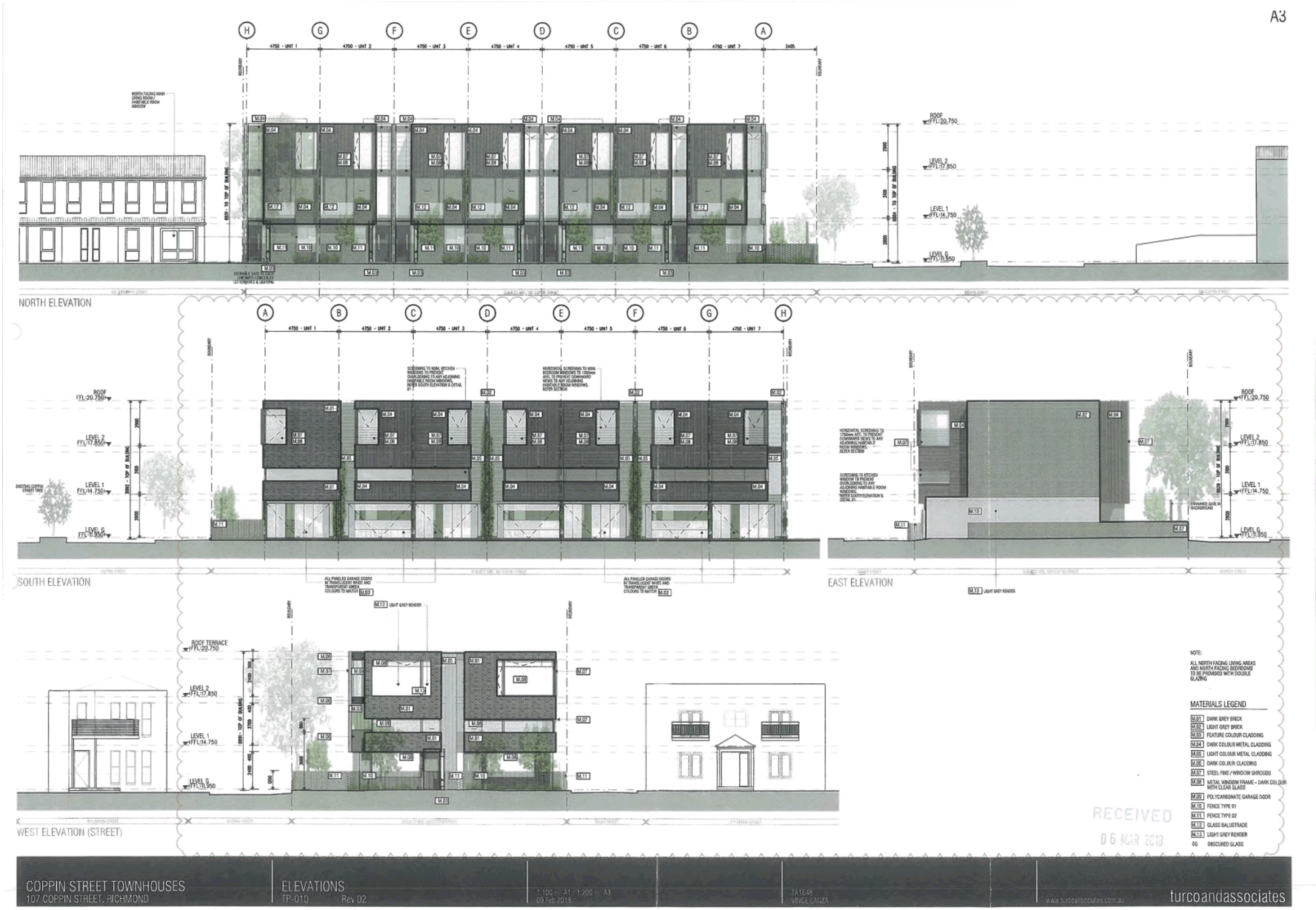
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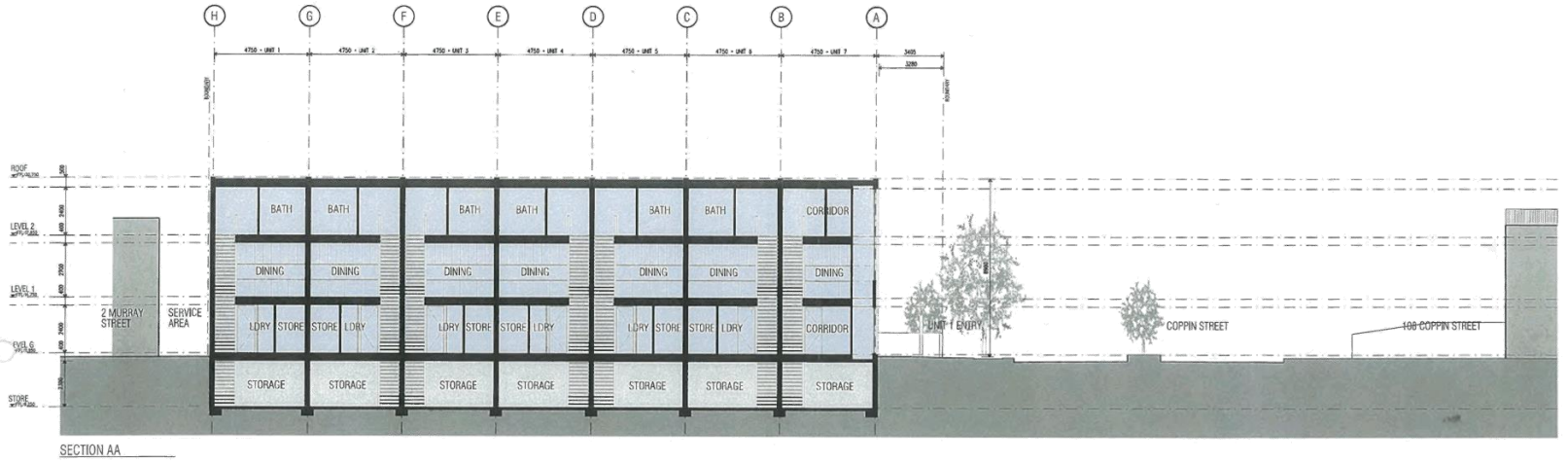


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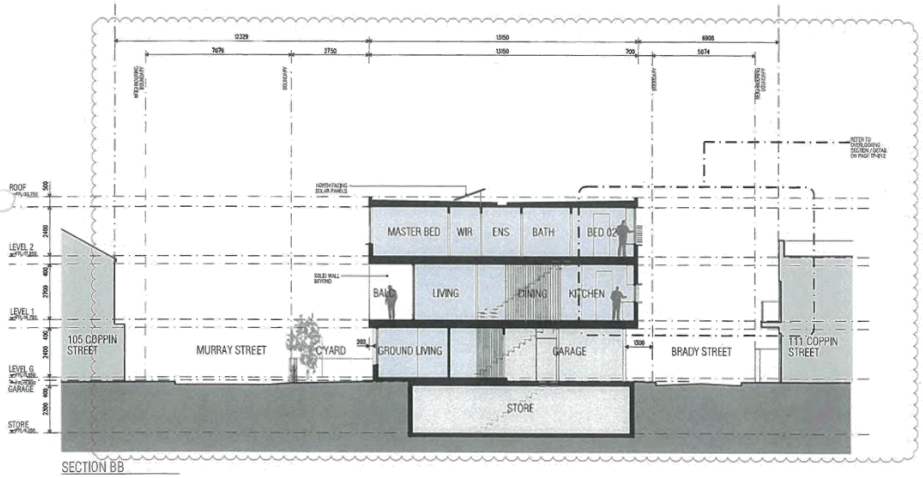


Attachment 1 - PLN17/0730 - 107 Coppin Street Richmond - Advertising S57 - Plans

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SECTION AA



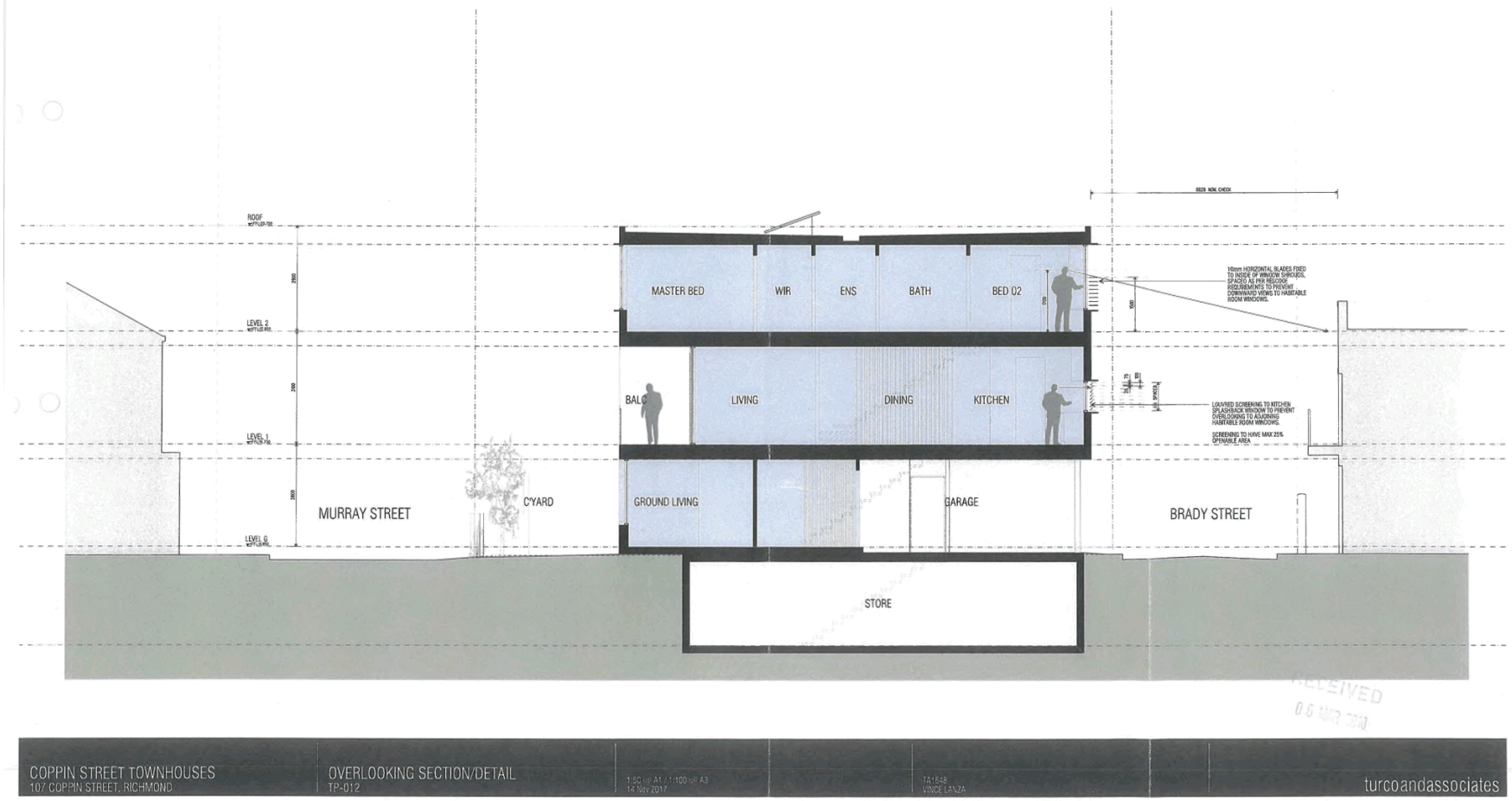
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08 MAR 2019

COPPIN STREET TOWNHOUSES 107 COPPIN STREET, RICHMOND	SECTIONS TP-011 Rev 02	1:100 @ A1 / 1:200 @ A3 08 Mar 2019	TA1E4B VINCE LANZA	turcoandassociates

Attachment 1 - PLN17/0730 - 107 Coppin Street Richmond - Advertising S57 - Plans

A3



COPPIN STREET TOWNHOUSES
107 COPPIN STREET, RICHMOND

OVERLOOKING SECTION/DETAIL
TP-012

1:50 @ A1 / 1:100 @ A3
14 Nov 2017

TA1648
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Attachment 1 - PLN17/0730 - 107 Coppin Street Richmond - Advertising S57 - Plans

A3



M.01
DARK GREY BRICK

M.02
LIGHT GREY BRICK

M.03
FEATURE COLOURED CLADDING TO FRONT BALCONY AREAS & REAR GARAGE DOORS

M.04
DARK COLOUR METAL CLADDING

M.05
LIGHT COLOUR METAL CLADDING

M.06
DARK COLOUR METAL CLADDING

M.07
FEATURE STEEL FINS / WINDOW SHROUDS

M.08
METAL WINDOW FRAME DARK COLOUR WITH CLEAR GLASS

M.09
STEEL MESH/FINS OVER GARAGE DOORS (IN VERTICAL & HORIZONTAL DIRECTIONS) WITH FEATURE PLANTING

M.12
CROSS-OVERS PERMEABLE PAVING TO ALL CROSS-OVERS

M.10
FENCE TYPE 01 TIMBER BATTENS PAINTED BLACK

M.11
FENCE TYPE 02 HIT AND MISS BRICK COLOUR TO MATCH M.02

COPPIN STREET TOWNHOUSES
107 COPPIN STREET, RICHMOND

MATERIAL SCHEDULE
TP-013 Rev 01

NTS @ A3
14 Nov 2017

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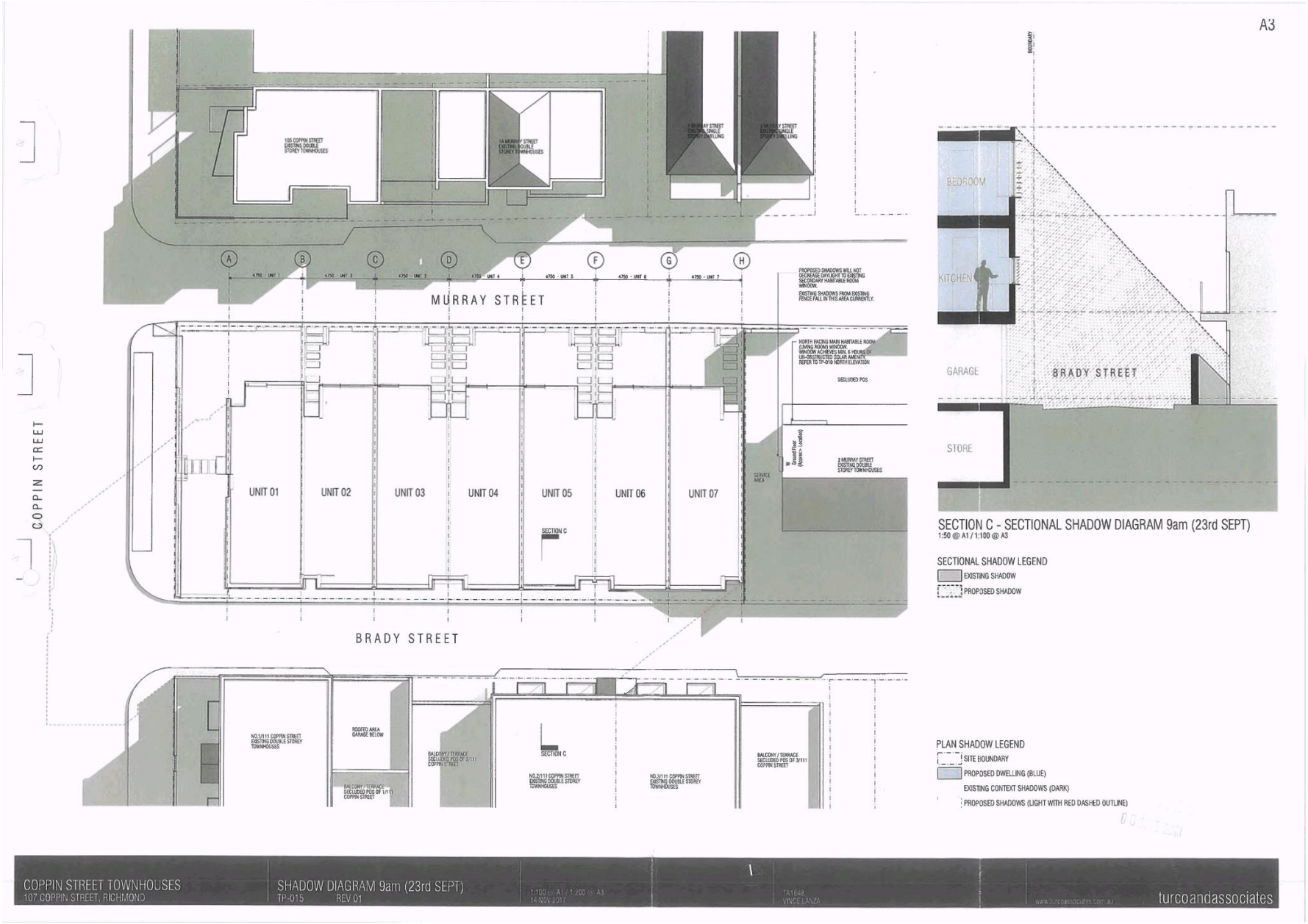
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Attachment 1 - PLN17/0730 - 107 Coppin Street Richmond - Advertising S57 - Plans

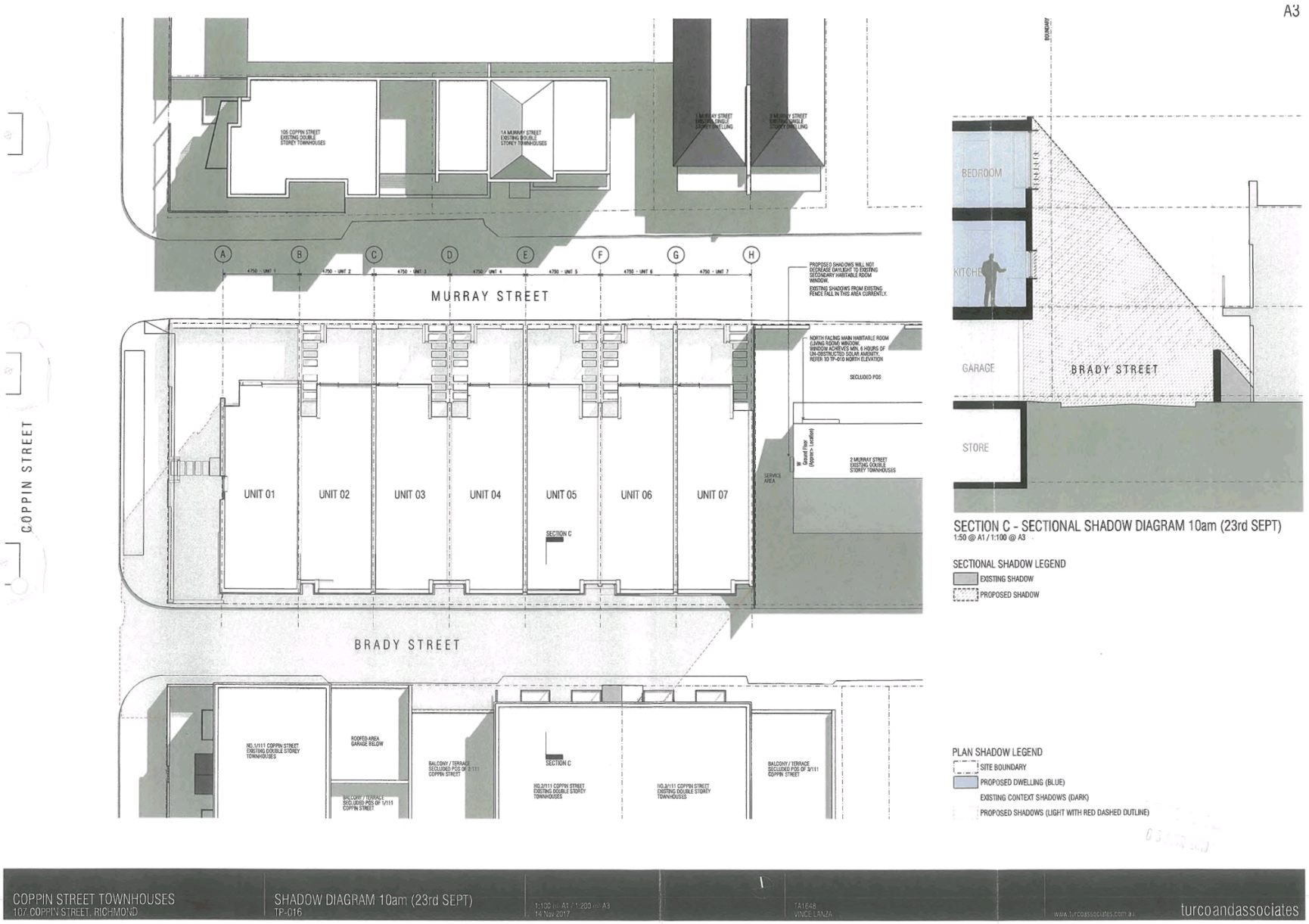
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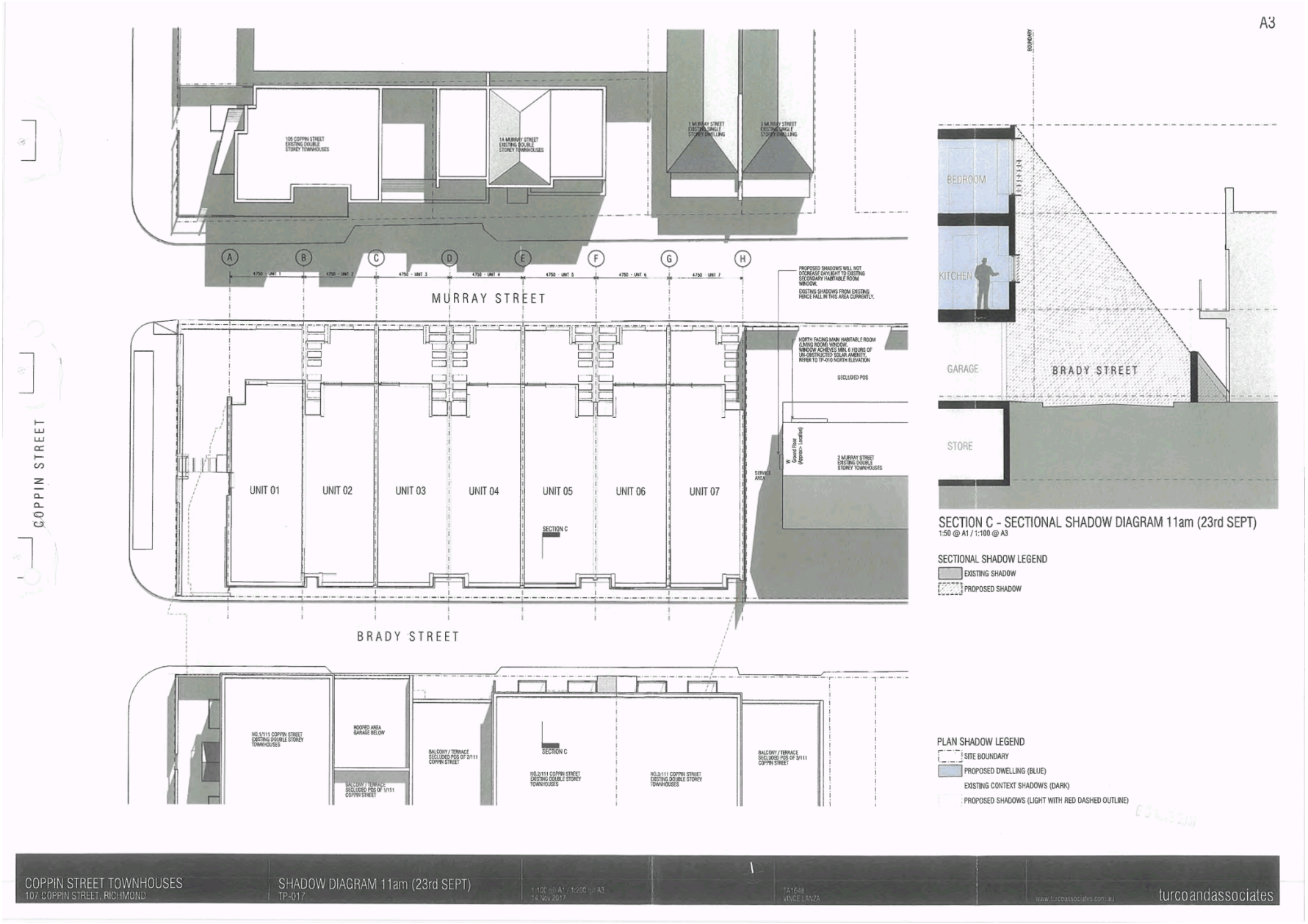
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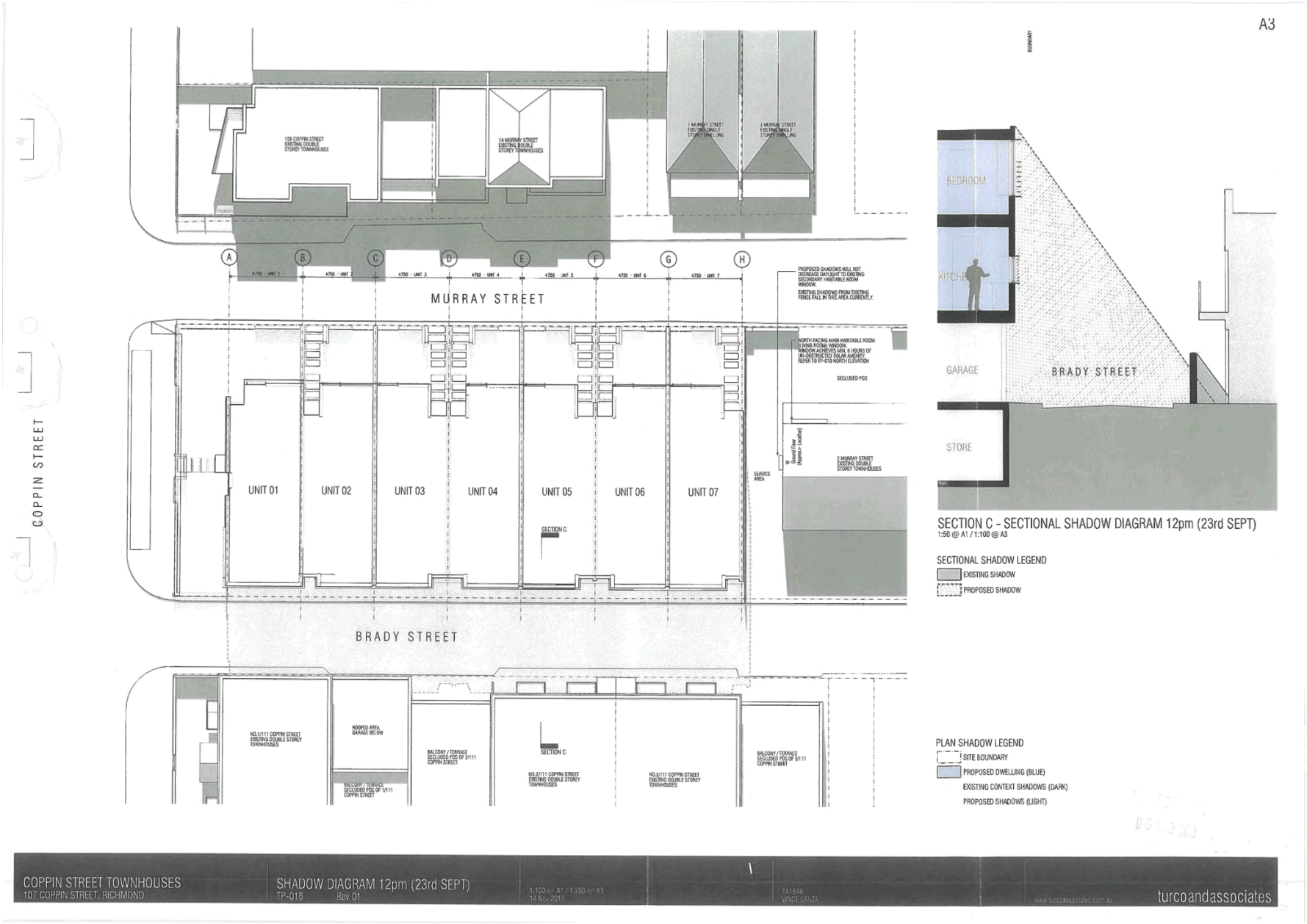
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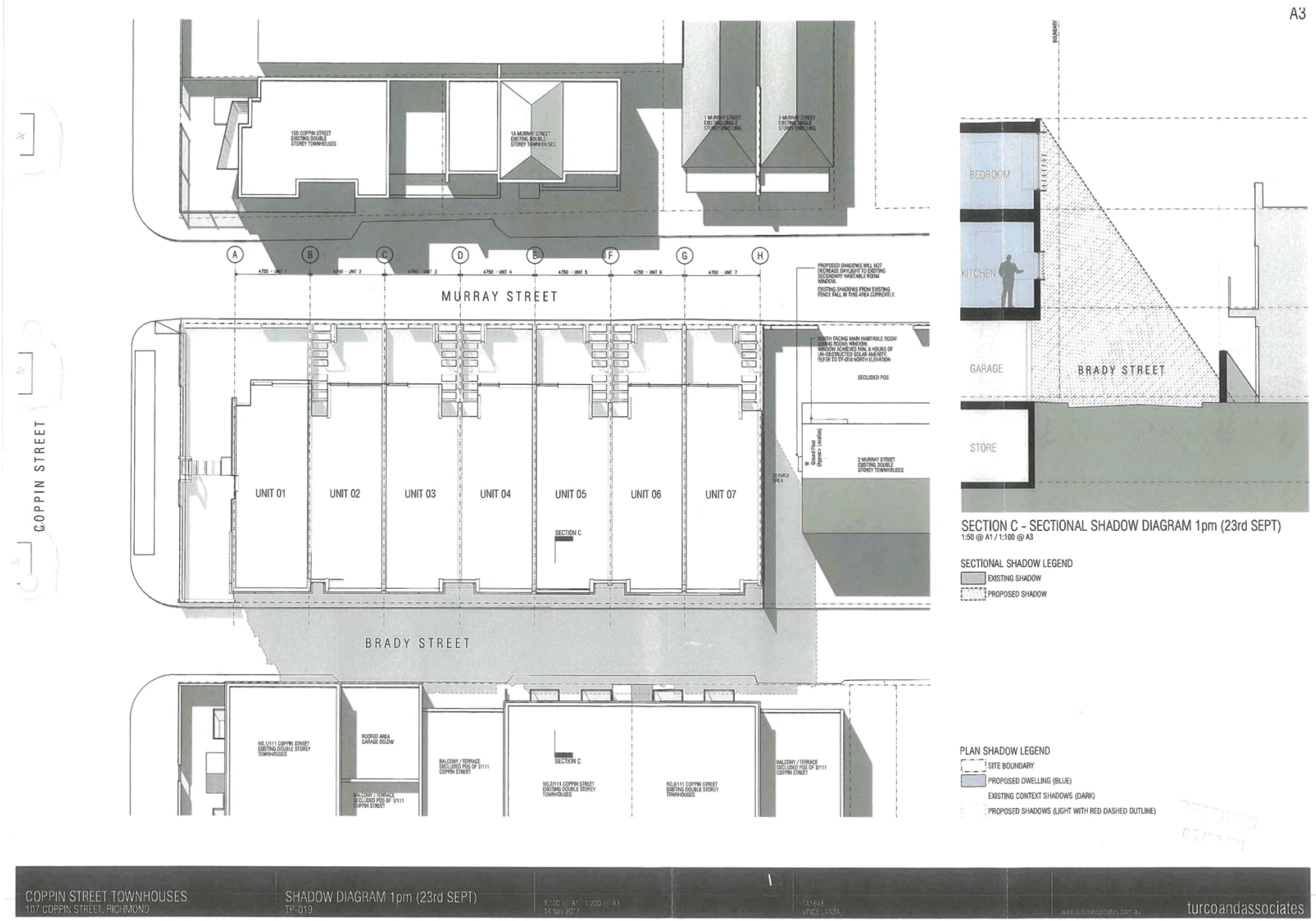
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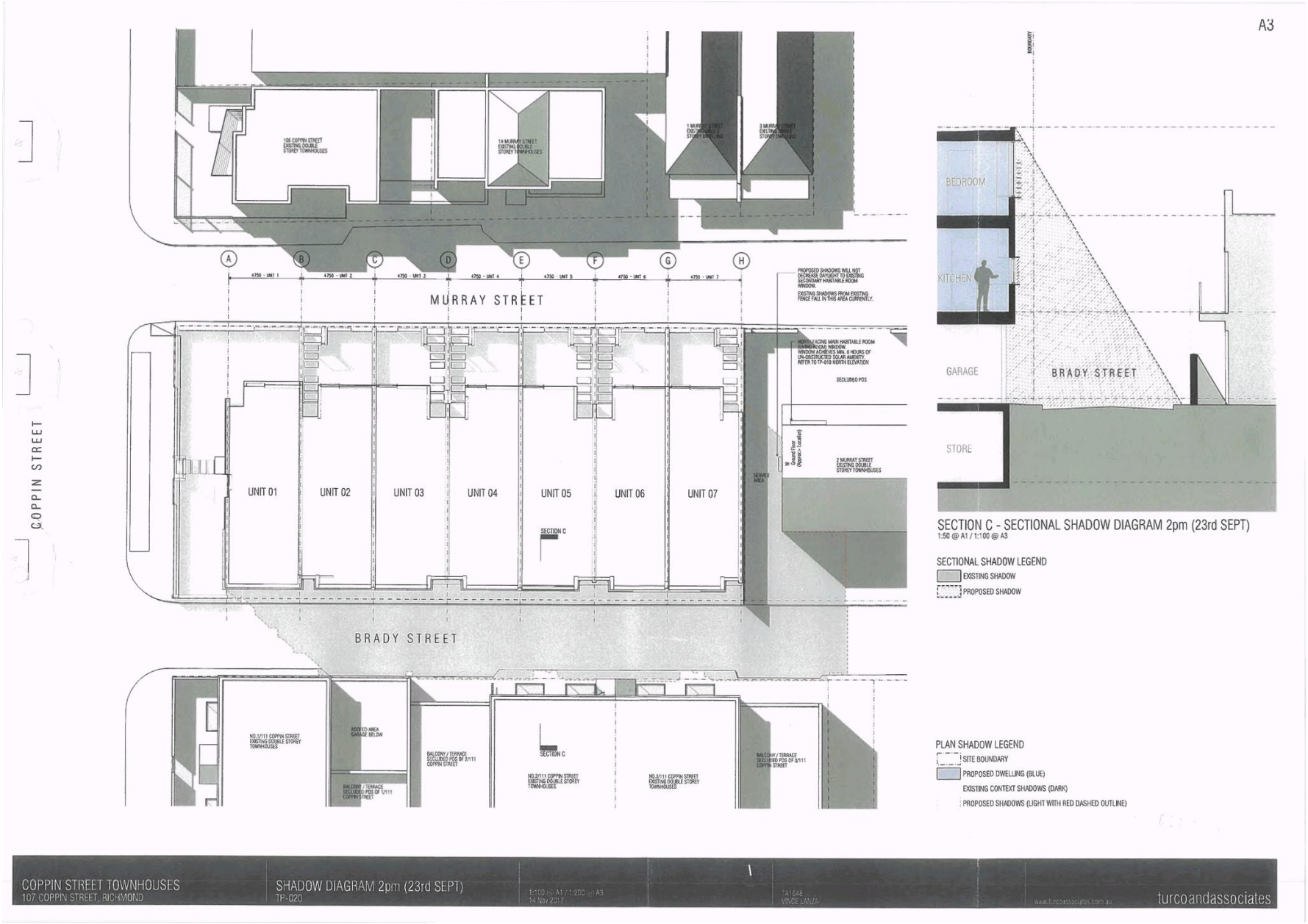
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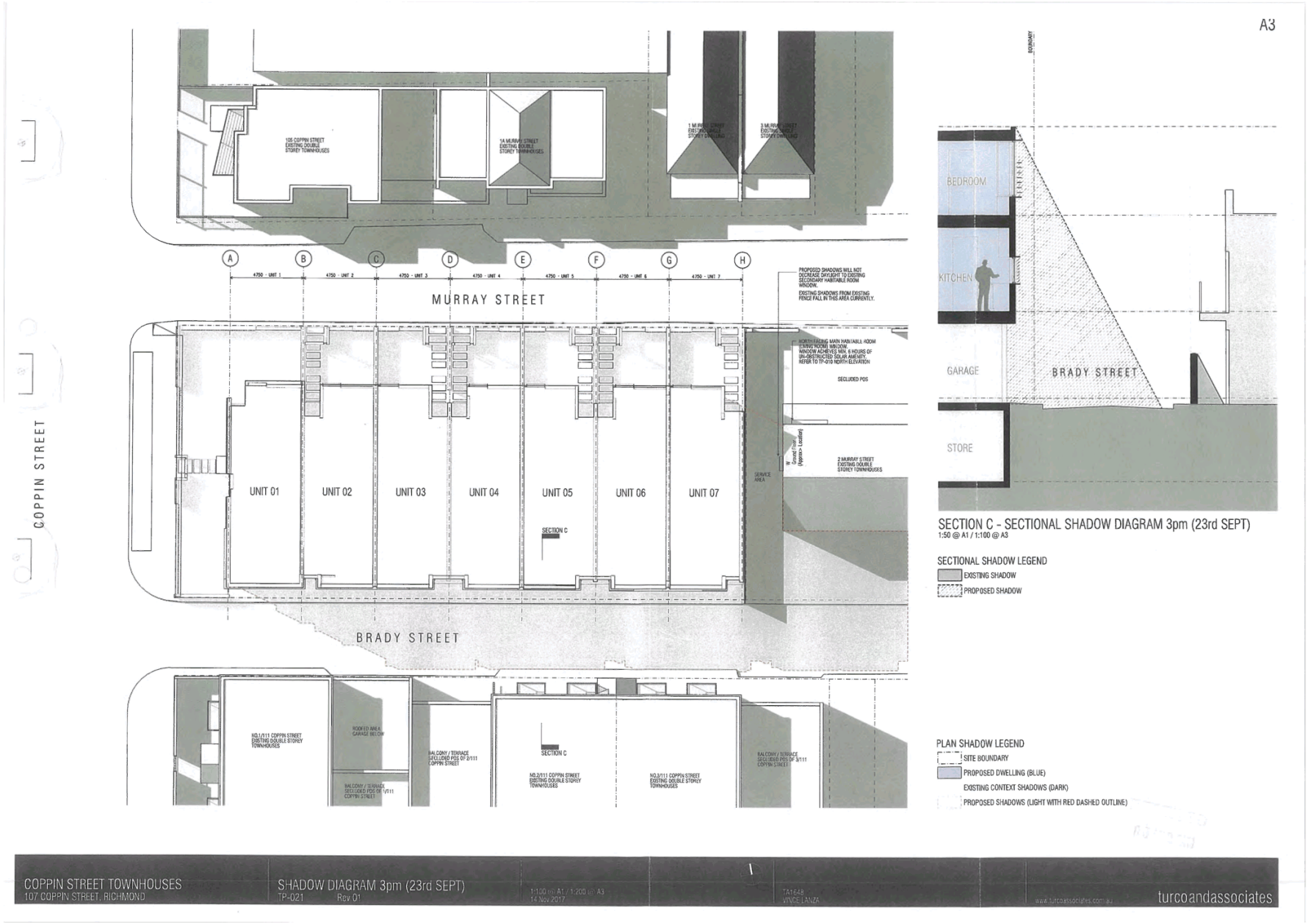
Attachment 1 - PLN17/0730 - 107 Coppin Street Richmond - Advertising S57 - Plans



Attachment 1 - PLN17/0730 - 107 Coppin Street Richmond - Advertising S57 - Plans



Attachment 1 - PLN17/0730 - 107 Coppin Street Richmond - Advertising S57 - Plans



Attachment 1 - PLN17/0730 - 107 Coppin Street Richmond - Advertising S57 - Plans

A3

TA1648 - BUILDING CALCS (Level B, G, 1, 2)

	LEVEL G	LEVEL 1	LEVEL 2	GARAGE	BASEMENT	BUILDING TOTAL
UNIT 1 - Type 1	34	54	57	26	27	198
UNIT 2 - Type 2	32	52	51	26	25	186
UNIT 3 - Type 2	32	52	51	26	25	186
UNIT 4 - Type 2	32	52	51	26	25	186
UNIT 5 - Type 3	32	52	51	26	55	216
UNIT 6 - Type 3	32	52	51	26	55	216
UNIT 7 - Type 3	33	53	52	26	57	221
TOTAL	228.8	367	364	182	269	1410.8

BALCONY	COURTYARD	OUTDOOR TOTAL	OVERALL TOTAL
6	79	85	283.6
7	21	28	214.1
7	21	28	214.1
7	21	28	214.1
7	21	28	244.1
7	21	28	244.1
7	21	28	248.5
48	203.8	251.8	1662.6

	PROPOSED
BUILDING AREA	1458.8 m2
SITE AREA	649.0 m2
GARDEN AREA	195.0 m2
GARDEN %	30.05%
COVERAGE AREA	427.0 m2
SITE COVERAGE TOTAL	65.8%
PERMEABILITY OF SITE	30.1%



VIEW FROM CORNER COPPIN & BRADY STREETS

COPPIN STREET TOWNHOUSES
107 COPPIN STREET, RICHMOND

DEVELOPMENT SUMMARY
TP-022 Rev 02

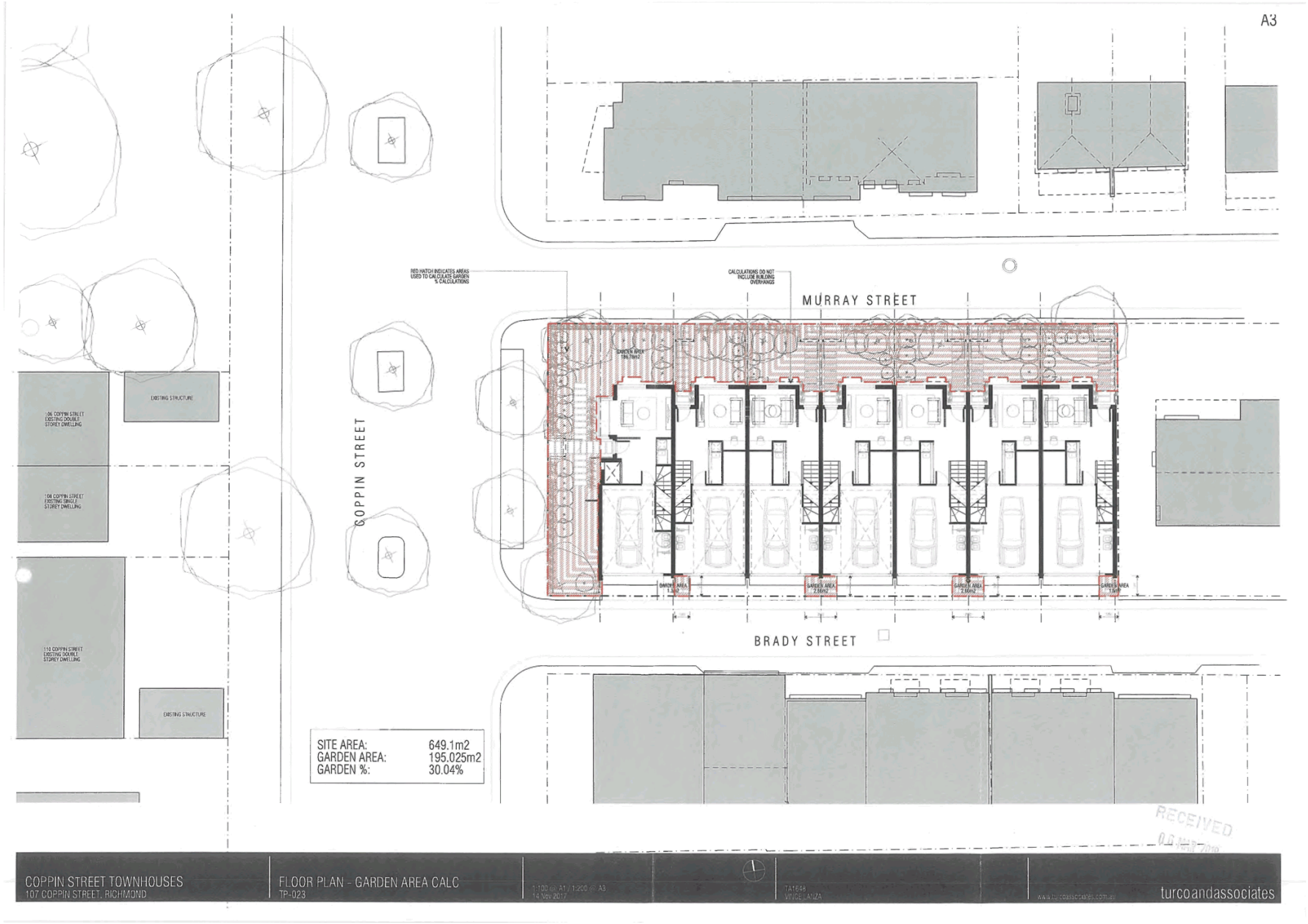
NTS @ A3
12 Feb 2018

TA1648
VITICE / AUZA

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turcoandassociates

Attachment 1 - PLN17/0730 - 107 Coppin Street Richmond - Advertising S57 - Plans



Attachment 1 - PLN17/0730 - 107 Coppin Street Richmond - Advertising S57 - Plans

A3



PERSPECTIVE VIEW TO BRADY STREET



VIEW TO GARAGE ENTRANCES

RECEIVED

COPPIN STREET TOWNHOUSES
107 COPPIN STREET, RICHMOND

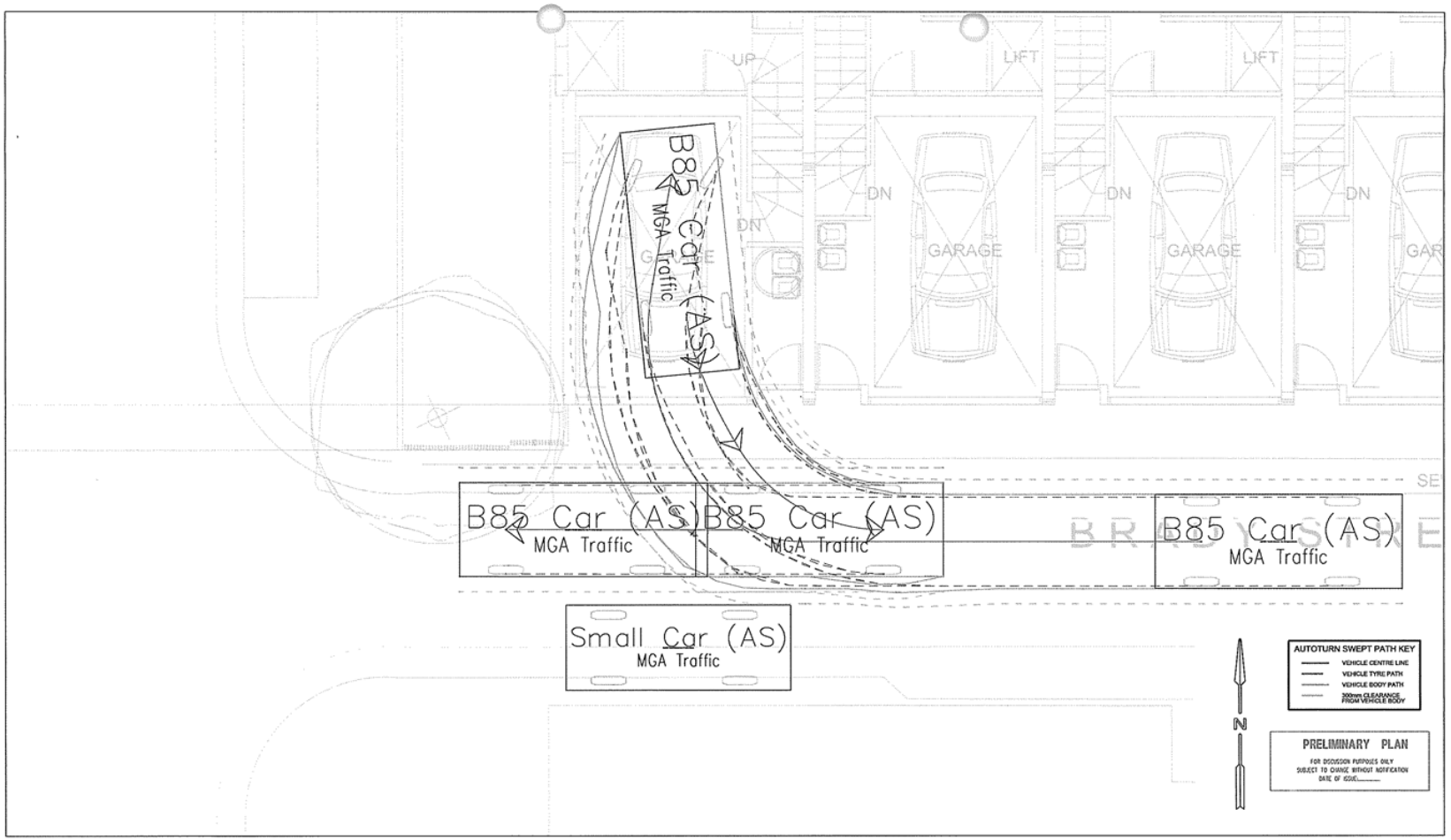
BRADY STREET PERSPECTIVES
TP-024 REV01

NTS @ A3
2 Feb 2018

TA1648
WADE LAIZA

turcoandassociates

Attachment 2 - PLN17/0730 - 107 Coppin Street Richmond - Advertising S57 - Swept Path Diagram



mga traffic pty ltd
specialist traffic & transport consultants
a: 84 hotham street, preston victoria 3072
p: +61 3 9863 6480
e: mail@mgatraffic.com.au
w: mgatraffic.com.au

MGA REF: MGA17117-AT04-01
SCALE: 1:100 A4
DATE: 24 JANUARY 2017
DRAWN: F. GUADAGNUOLO
CHECKED: F. GUADAGNUOLO

CLIENT: TURCO & ASSOCIATES
PROJECT: 107 COPPING STREET, RICHMOND CITY OF YARRA
TITLE: SWEPT PATH ASSESSMENT BRADY STREET GARAGE ACCESS WITH ON-STREET SMALL CAR PARKED

Attachment 3 - PLN17/0730 - 107 Coppin Street, Richmond - Landscape Plan



Town Planning Landscape Notes – Residential Landscape

1. **General:** This drawing is not to be used for construction. It is to be used for Town Planning purposes only. The final locations of all utility services and other assets is not be known at Town Planning stage and this design may need to be revised to respond to any future building permit, civil, services, drainage, finished levels or architectural documentation. The location of existing vegetation to be retained must be confirmed by survey prior to undertaking future design work.
2. **Demolition:** Any vegetation to be removed shall be mulched for re-use on the site. Strip and stockpile existing site topsoil prior to building works commencing and re-use in the landscape.
3. **Pavement:** Consider using recycled concrete aggregate for sub grade material. Drain pavements to garden beds (install sub surface drains in garden beds in poor draining soils) wherever possible.
4. **Weed control:** All areas shown on the Drawings as proposed mulched planting bed, grassed areas and trees in grassed areas shall include a weed eradication programme using an approved non-residual contact herbicide (Glyphosate dyed red) following Manufacturer's specifications. Leave sprayed areas for a period of 10 days prior to disturbance and repeat for any weeds still alive.
5. **Identify the location and depth of all utility services:** Obtain all necessary information on underground services including contacting Dial Before You Dig on Tel 1100 before commencing work. Hand-probe underground services if necessary. Also locate and flag all overhead utility services. Protect and avoid all utility services.
6. **Landscape set out:** Install the specified edging between all lawn areas and garden beds.
7. **Subsoil preparation for proposed planting:**
   Sub-surface Drainage: Install sub-surface drainage that discharges to stormwater or soakage pits for any garden bed or grassed area in poorly draining soils.
   Subsoil Ripping: For garden bed areas and specimen trees, rip to depths shown in the Details. Mark the location of all underground services prior to commencing ripping operations.
   Subsoil Additives: Obtain advice on additives to adjust the pH level to the desired range of pH - 5.5 to 7.0. Some plants tolerate high or low pH levels. If soil is heavy clay, add gypsum at the rate of 1.5-2 kg/m2 for garden bed areas and 1.5 kg/m2 for lawn areas. In very dry or hydrophobic soils a soil wetting agent shall be added.
   Rotary Cultivation: After application of soil additives, cultivate plant bed & lawn areas to depths shown on the planting plan so as to eliminate compaction and to mix subsoil and soil additives.
8. **Topsoiling:**
   Supply: Site topsoil shall be used where possible and improved so as to meet the specifications for imported topsoil blends in AS4419-2003. Supply any imported topsoil to AS4419-2003. - light to medium friable sandy clay loam.
   Installation: Spread topsoil to min. consolidated depth as shown in the Details.
9. **Mulching:**
   Supply: Wood to AS4454-2012 or inorganic or inflammable when in BMO/WMO as per Drawings.
   Installation: Spread over all garden bed areas to max consolidated depth as shown in the Details.
10. **Planting of proposed mulched beds & advanced trees:**
    Supply: Trees to comply with Natspec Purchasing Landscape Trees – A Field Guide to Assessing Tree Quality. Shrubs shall demonstrate a large, well developed and healthy fibrous roots root system with repeated and sequential division and no evidence of root curl, restriction or damage.
    Installation: Set out plants in accordance with the Drawings. Water plants prior to planting and when planted at the rate of: Tubes & 140mm pots - >5L; 200-300mm pots - >10L; 300+mm pots - >30L. Climbers require a wire or trellis climbing frame.
    Planting of proposed grassed areas:
    Supply: Install low water-use warm climate grass.
    Installation: Following preparation and topsoiling, re-grade to provide smooth contours, and to eliminate soil clods. Apply turf roll as per grower's instructions or seed at the rate of 3.3kg/100m2 and starter fertiliser to Manufacturer's instructions. Keep continually moist until establishment.
11. **Irrigation:** Install a programmable sub-surface drip irrigation system with wet weather over-ride to all mulched garden bed areas and for any trees in pavement, designed, installed and supplied to the relevant Australian Standards and Codes and used in accordance with current water restrictions. If any grassed areas are to be irrigated, they shall be on separate zones to the mulched beds.

Town Planning landscape notes – residential maintenance

12. **Maintenance:** Garden beds are to be watered, weeded, fertilised, pruned and mulched on a regular basis to ensure plants thrive for an establishment period of at least 6 months after completion of the landscape. Any plants that die or are diseased are to be replaced with the same species as listed in the plant schedule. At all times, plants are to be watered as required by climatic conditions to ensure the health of the plants. Between the months of October to April, as a minimum, plants shall be watered an average of 3 times per fortnight with 30 litres per tree and 5 litres per shrub.

Town Planning Landscape Notes - Existing Tree Protection

1. Tree protection for nature strip trees in front of the subject site and existing trees to be retained within the subject site must be carried out in accordance with AS4970-2009 Protection of Trees on Development Sites. Refer also to any accompanying arborist report or Tree Management Plan.
2. Prior to the commencement of the development (including any vegetation removal and/or demolition works), a temporary Tree Protection Fence must be installed to the extents of the existing Tree Protection Zone(s) (TPZ) shown on the drawings. Refer also to the Existing Tree Protection Detail. Protection measures shall include the entire canopy, the trunk and TPZ. Where construction works are permitted within a TPZ (to AS4970-2009 and in accordance with a Tree Management Plan), the Tree Protection Fence must remain in place to the extents of the TPZ until the required works are undertaken and then reduced in area to the edge of the approved works.
3. The temporary Tree Protection Fence must be a 1.8m high (minimum) fence constructed using steel or timber posts fixed in the ground or to concrete blocks, with the fence panels constructed of cyclone mesh wire or similar strong metal mesh or netting and a high visibility plastic hazard tape installed at the edge of the tree protection zone, in accordance with AS4970-2009 and all to the satisfaction of the Responsible Authority.
4. A fixed sign is to be provided on all external sides of the temporary Tree Protection Fence, stating "Tree Preservation Zone - No entry without permission from Council".
5. The temporary Tree Protection Fence must remain in place until completion of construction works.
6. Within the Tree Protection Fence, the following requirements must be observed to the satisfaction of the Responsible Authority:
   a. Coarse mulch laid to a depth of 100mm (excluding street trees).
   b. No vehicular or pedestrian access.
   c. The existing soil level must not be altered either by fill or excavation.
   d. The soil must not be compacted or the soil's drainage changed.
   e. No fuels, oils chemicals, poisons, rubbish or other materials harmful to trees are to be disposed of or stored.
   f. No storage of equipment, machinery or material is to occur.
   g. Open trenching to lay underground utility services must not be used. In the situations where utility services must be located within the TPZ, a request to bore beneath the Tree Preservation Zone must be approved by the Responsible Authority.
   h. Nothing whatsoever is to be attached to any tree.
   i. Tree roots must not be severed or injured.
   j. Hand techniques must be used to remove any concrete, bricks or other materials.
7. Pruning of trees on the site shall be undertaken by a qualified and experienced arborist in accordance with AS4373-2007 Pruning of Amenity Trees. If pruning works are to be undertaken, then these works should be carried out prior to any construction works beginning on site.

Plant Schedule

Code	Botanical Name	Common Name	Supply Container	Supply Height	Supply Caliper	Mature Size (m) (HxW)	Totals
	Large Trees - Exotic Deciduous (>9m)						
Opp	Quercus palustris 'Pringreen' Green Pillar®	Columnar (Fastigiate) Oak	45litre	2m	30mm	14.0x3.0	2
	Medium Trees - Exotic Deciduous (6-9m)						
Pco	Prunus cerasifera 'Oakville Crimson Spire'	Columnar (fastigiate) Black Plum	45litre	2m	30mm	6.0x2.0	4
	Small Trees - Exotic Deciduous (<6m)						
Li	Lagerstroemia indica	Crepe Myrtle	45litre	2m	30mm	4.0x3.5	1
	"Succulent or Xeriscape" - Exotic						
Aat	Agave attenuata	Century Plant	200 mm			1.0x1.0	7
Cov	Crassula ovata	Money Plant	140 mm			1.0x1.0	6
	Large Shrubs - Native (>2m)						
Sap	Syzygium australe 'AA75 Pinnacle'	Pinnacle Pencil Lilly Pilly	200 mm			5.0x1.8	6
	Large Shrubs - Exotic (>2m)						
Vo	Viburnum odoratissimum	Sweet Viburnum	200 mm			2.5x2.0	1
	Medium Shrubs - Native (1-2m)						
Asca	Asmena smithii 'Cherry Surprise'	Lilly Pilly	200mm			1.5x1.0	8
Pmy	Philotheca myoporoides (Eriostemon)	Long-leaf Wax Flower	200 mm			1.5x1.5	4
	Medium Shrubs - Exotic (1-2m)						
Hb	Hebe brachysiphon 'Snowdrift'	Snowdrift Veronica	200 mm			1.0x1.0	2
Lms	Leucadendron 'Maui Sunset'	Maui Sunset Leucadendron	200 mm			1.5x1.5	3
Pm	Philadelphus mexicanum	Mock Orange	200 mm			1.0x1.0	5
	Small Shrubs - Native (0.5-1m)						
Par	Plectranthus argentatus	Silver Spurflower	140 mm			0.6x0.7	4
	Small Shrubs - Exotic (0.5-1m)						
Agd	Abelia grandiflora Dwarf	Dwarf Glossy Abelia	140 mm			0.8x0.8	5
Eh	Escallonia 'Hedge with an Edge' Dwarf Escallonia	Hedge with an Edge Dwarf Escallonia	140 mm			0.5x0.4	16
Rism	Rhaphiolepis indica 'Snow Maiden'	Snow Maiden Indian Hawthorn	140 mm			0.75x0.5	10
Smh	Salvia microphylla "Hot Lips"	Hot Lips Salvia	140 mm			0.5x0.5	12
	Prostrate - Exotic (<0.4m / Spreading)						
Jco	Juniperus conferta	Shore Juniper	140 mm			0.4x0.9	8
	"Tussock" - Native						
Dccb	Dianella caerulea 'Cassa Blue'	Cassa Blue Flax Lily	150mm Tube			0.5x0.5	48
Dtt	Dianella tasmanica 'Tasred'	Tasred Flax Lily	150mm Tube			0.5x0.6	28
Lthu	Lomandra 'Lime Tuff'	Lime Tuff	150mm Tube			0.5x0.5	29
	"Tussock-like" Plants - Exotic						
Di	Dietes hybrides 'Nana'	Nana Wild Iris	140 mm			0.5x0.5	21
Lg	Liriope gigantea 'Evergreen Giant'	Evergreen Giant Turf Lily	140 mm			0.5x0.5	33
	Climbers (require support) - Exotic						
Mco	Muehlenbeckia complexa	Maidenhair Creeper	140 mm			-	11
Pv	Parthenocissus tricuspidata	Boston Ivy	140 mm			-	6

NO PLANT SUBSTITUTIONS. Plant installation sizes are a Council requirement -special ordering may be required.
Mature size of plants will vary according to climate, soil conditions and rainfall.

Issue	Date	Issue/Revision Description
A	20-06-17	Town Planning Issue
B	04-07-17	units flipped
C	02-11-17	Council Comments
D	13-11-17	Garage planting

Designed KW
Drawn KW
Approved SW
Scale 1:100
Print Date 13/11/2017
Sheet Size A1
Sheet No. 1 of 2

wallbrink
LANDSCAPE ARCHITECTURE
03 9589 7941
609 Balcombe Road
Black Rock Vic 3193

Client
Landcourt P/L

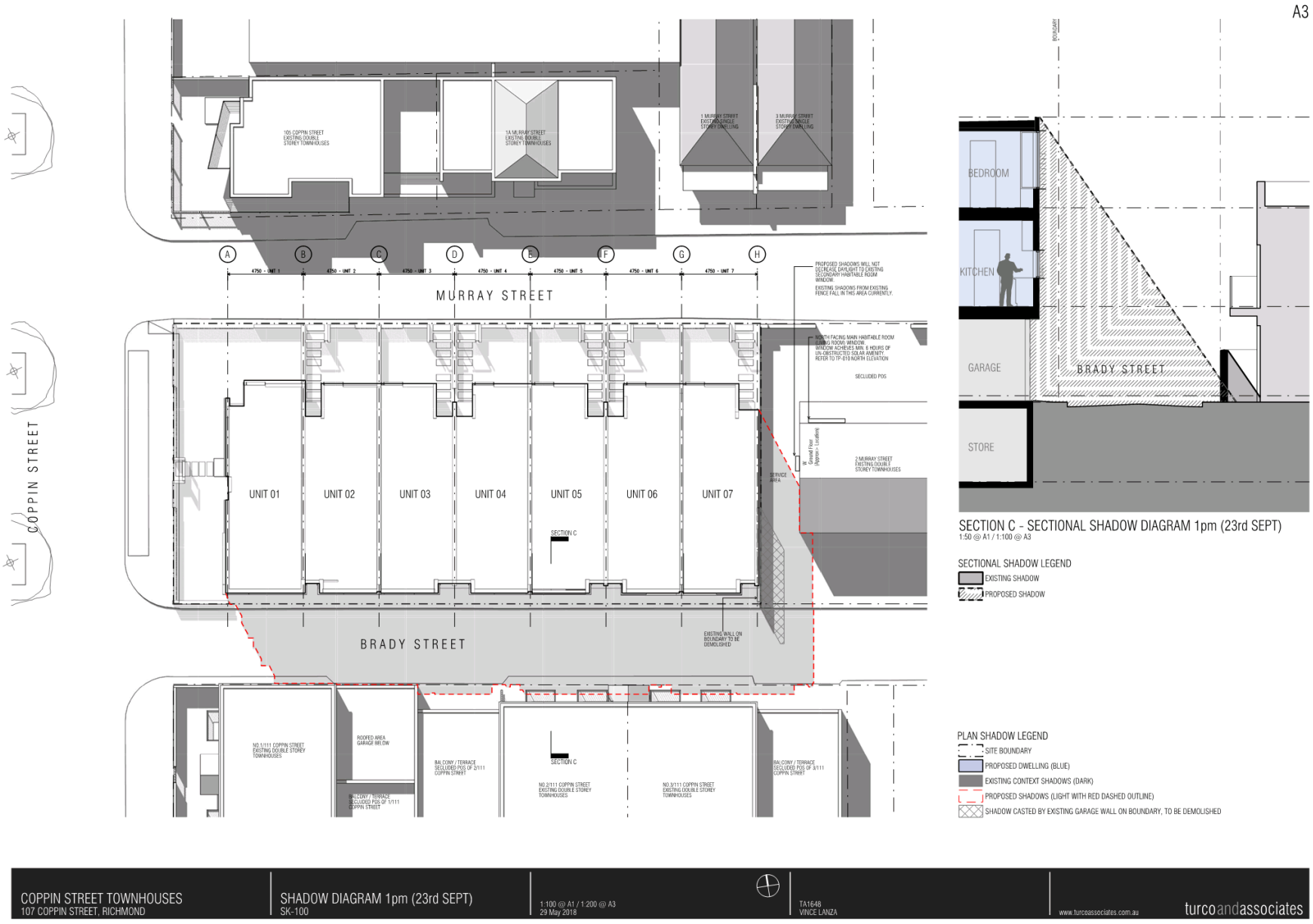
Job
Proposed Residential Development
107 Coppin Street
Richmond

Title
Town Planning
Landscape Plan
Ground Floor

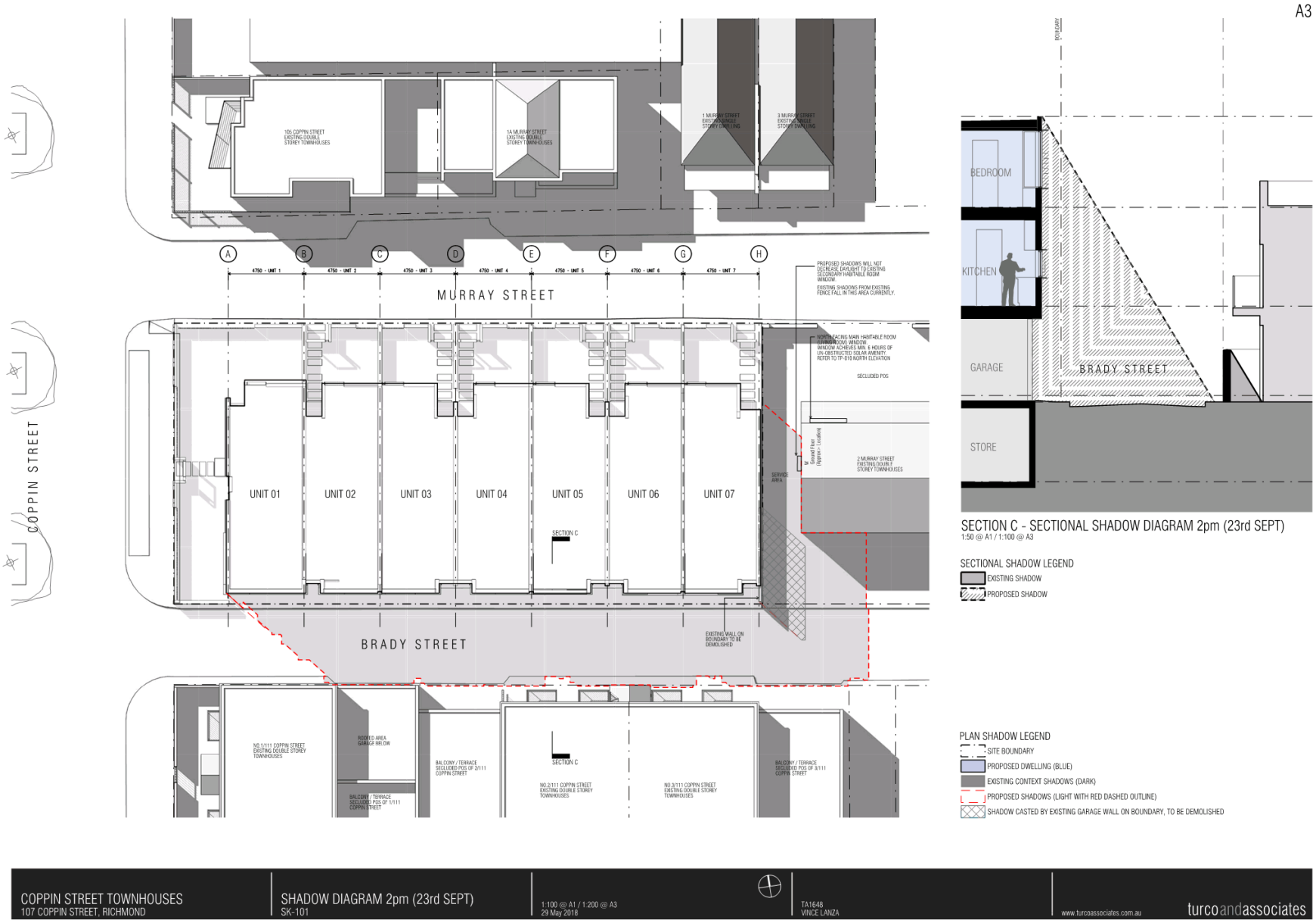
Drawing No.
1913TP1

Issue
D

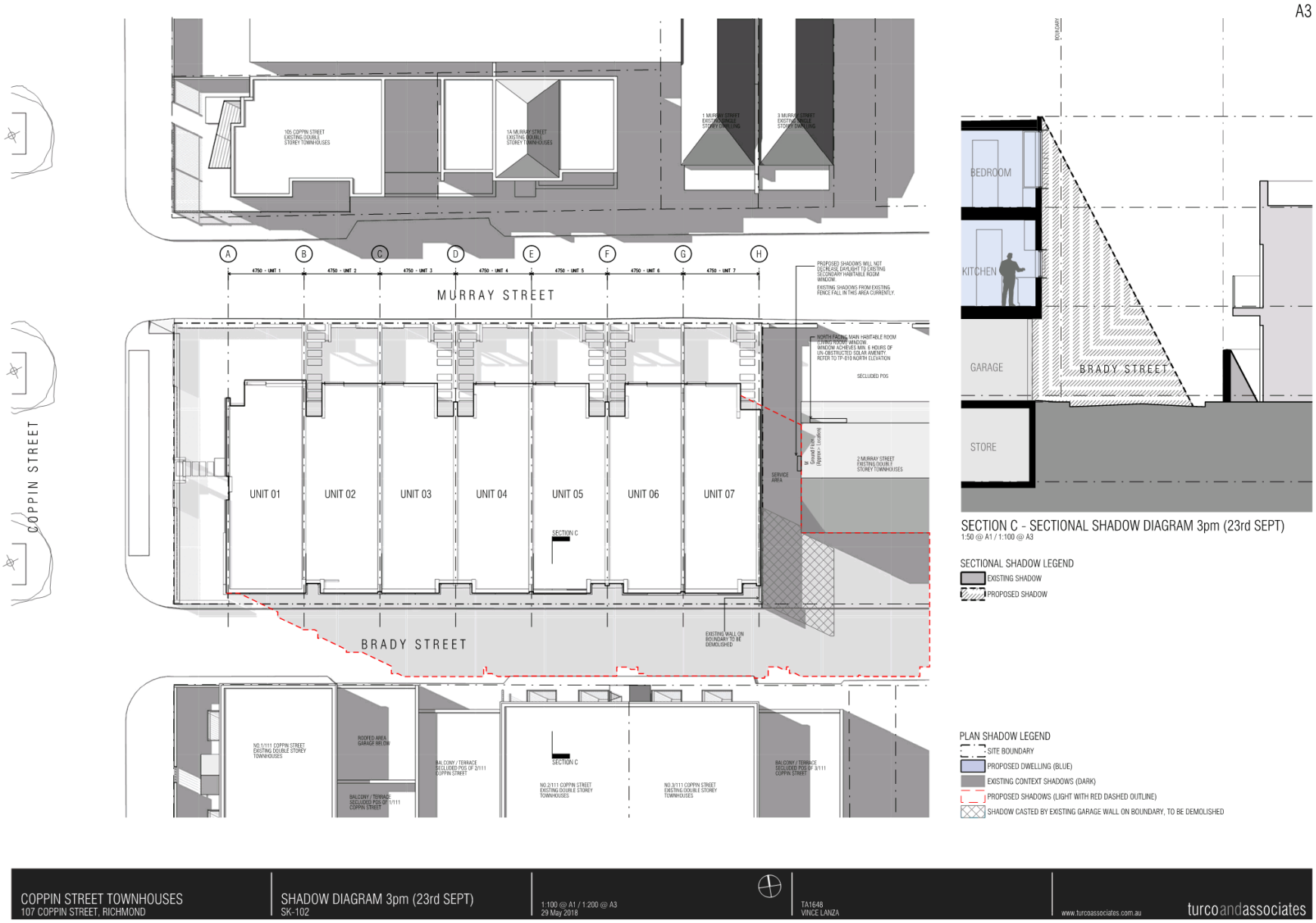
Attachment 4 - PLN17/0730 - 107 Coppin Street, Richmond - Amended shadow diagrams - existing conditions



Attachment 4 - PLN17/0730 - 107 Coppin Street, Richmond - Amended shadow diagrams - existing conditions



Attachment 4 - PLN17/0730 - 107 Coppin Street, Richmond - Amended shadow diagrams - existing conditions



Attachment 5 - 171130 - Coppin Street, 107, Richmond

Memo

To: Lara Fiscalini

Cc: Carrie Lindsay

From: Fiona O'Byrne, Clare Lee, Paul Whitten

Date: 11 December 2017

Subject: 107 Coppin Street, Richmond

diverse

vibrant

exciting

inclusive

Dear Lara,

I refer to the submitted plans for the proposed development at 107 Coppin Street, Richmond and provide the following comments:

Open Space

The landscape planting plan is generally acceptable.

Additional detail on the proposed 'permeable paving' is requested. The legend does not provide adequate information in order to make an assessment. It appears that drive over grid pavers are being proposed along Brady Street however these would not be supported in the area outside the property boundary as we have experienced maintenance issues with these in the past.

Further detail on the proposed planters on the first floor is also requested. This should provide information on the proposed material, height, width, water proofing, soil medium, drainage and irrigation of the planters.

It would be preferable for natural turf to be used in the rear yards, in place of the proposed synthetic turf. The latter reduces soil permeability and health and requires land-fill disposal at the end of its useful life. In addition it does not support insect or other biological processes. It also retains heat and contributes to the heat island effect.

Streetscapes and Natural Values

There is insufficient information to support this proposal.

An arborist report, tree impact statement and tree management plan prepared by a suitably qualified (minimum Certificate 5) person must be provided.

If you require any further input, or would like to discuss these comments in more detail, please don't hesitate to contact me on 9205 5768.

Yours sincerely

Attachment 5 - 171130 - Coppin Street, 107, Richmond

Fiona O'Byrne

OPEN SPACE PLANNING & DESIGN

Attachment 6 - PLN17/0730 - 107 Coppin Street Richmond - UD Comments

CITY OF YARRA

MeMO

TO:	Lara Fiscalini (Statutory Planning)
FROM:	Amruta Pandhe (Urban Design)
DATE:	05 December 2017
SUBJECT:	107 Coppin Street, Richmond
APPLICATION NO:	PLN17/0730
DESCRIPTION:	Development of land for 7 triple-storey dwellings and a reduction in the car parking requirement (1 visitor space)

COMMENTS SOUGHT

Urban Design comments have been sought on:

- Design of the proposed townhouses and integration with adjacent streetscape.

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

These set of comments are provided on the plans dated 14 November 2017.

COMMENTS SUMMARY

The proposal is not supported in its current form. In summary, the following changes are recommended to make the proposal more acceptable from an urban design perspective. The rationale behind these changes is explained in more detail overleaf.

- Overall design is very well considered and responsive to context but there are major concerns for Coppin Street frontage. It is highly recommended to have Unit 1 and Unit 2 providing their primary frontage to Coppin Street and have vehicular entrances from other two residential streets.
- Provide more articulation and openings for Bradly Street frontage.
- Recommend using lighter shade colours.
- Recommend exploring different material (particularly glazing) for garage doors.
- Design of Bradly Street pedestrian entrances are not supported, particularly use of metal cladding material. It is recommended to improve the design so they appear like primary entrances.

There are no known planned/approved capital works around the site which are being led by the Urban Design team.

Attachment 6 - PLN17/0730 - 107 Coppin Street Richmond - UD Comments

DEVELOPMENT PROPOSAL

The development proposes demolition of existing building and construction of seven dwellings. The proposal provides pedestrian entrance from Murray Street and Coppin Street and vehicular entrance from Beady Street.

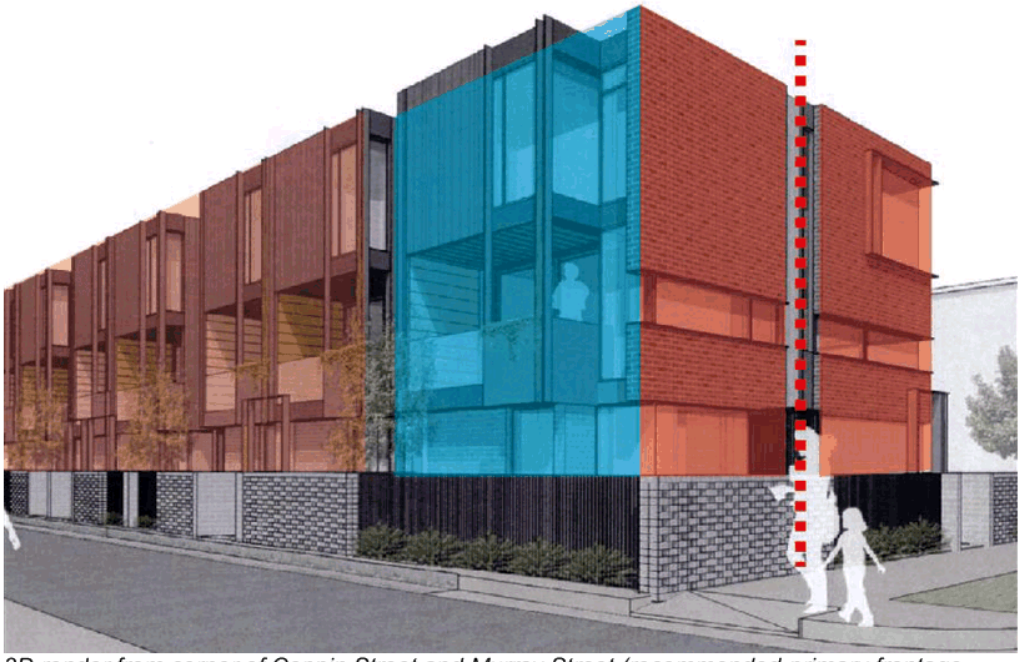
URBAN DESIGN FEEDBACK

- **Streetscape Character**

  The subject site is almost like an island site with three street frontages. Having multiple street or lane frontages can present number of challenges and opportunities to a development depending on the type of street frontages. In this instance the site is presented with a challenge as all three streets have residential frontages that are less dominated by garage.

  As per Clause 21.08 the site is located within Inner Suburban Residential area which seeks new development to maintain the existing pattern of front setbacks. Clause 22.10 seeks new developments to make a positive contribution to the streetscape through high standards in architecture and urban design.

  Coppin Street is a major road and a pedestrian and cycle thoroughfare. The proposal does not provide primary frontages of any units to Coppin Street. It is acknowledged that Unit 01 provides its main pedestrian entrance from Coppin Street, however, the façade design presents side walls of Unit 1 that contain large portion of blank walls. Overall, the Coppin Street frontage is not acceptable and it is highly recommended to have Unit 1 and Unit 2 to front Coppin Street and provide their vehicular entrances from other two residential streets. This will also contribute in providing some active edges on the corner of Brady Street and Coppin Street and make some contribution in reduction of garage dominance treatment along Brady Street.



3D render from corner of Coppin Street and Murray Street (recommended primary frontage shown in red and secondary frontage shown in blue)

The proposed landscape setbacks and pedestrian entrances from Murray Street are acceptable and will make a positive contribution to existing character and create a safe pedestrian environment. Murray Street frontage is supported.

Bradly Street provides a mixed character with some properties having small front garden accommodating main pedestrian entrances and others having garage frontages. The proposed Brady Street frontage provides a long stretch of inactive frontage that is dominated with garages on ground floor and large portion of blank walls for upper levels. Given the location of site, provision of garage along Brady Street is understood. The above recommendation will improve the corner treatment but the rest of frontage is not very acceptable. It is highly recommended to explore provision of more articulation and openings for upper levels along this frontage.

- **Material and Colour**

  Clause 22.10 seeks new development to use sympathetic materials and finishes to ensure new development positively responds to the context; adds visual interest and assists in breaking up the mass and bulk of new development. The materials proposed for overall development are supported. However, the dark colours are not supported as they will not contribute in reducing the length of the facade. Further, they don't respond appropriately to the existing predominant character of all three streets. It is recommended to use lighter shade colours.

  Brady Street façade contain a long stretch of garage frontages. Hence, it is recommended to explore different material (particularly glazing) or combination of different materials for garage door to ensure some contribution of the building to the social and visual experience of the public realm. Further, the metal cladding doors for pedestrian entrances make this frontage less pedestrian friendly. The secondary pedestrian entrances are recommended to be designed such that they appear like primary entrances. Consideration should be given in providing a wider and well-lit entrance that enables safe pedestrian access. The metal cladding doors are not supported.

  Below is an example of glazed garage door with translucent glass that contributed in reducing the inactive frontage along Brady Street.



Residential development in Central Richmond

Fence material and provision of permeable paving on cross-overs are highly supported.

CITY OF YaRRA

MeMO

TO:	Lara Fiscalini (Statutory Planning)
FROM:	Amruta Pandhe (Urban Design)
DATE:	18 April 2018
SUBJECT:	107 Coppin Street, Richmond
APPLICATION NO:	PLN17/0730
DESCRIPTION:	Development of land for 7 triple-storey dwellings and a reduction in the car parking requirement (1 visitor space)

COMMENTS SOUGHT

Urban Design comments have been sought on:

- The amended plans – changes to the façade and garage design.

These set of comments are provided on the plans dated 09 February 2018.

COMMENTS SUMMARY

The proposal is generally supported in its current form. In summary, the following changes are recommended to make the proposal more acceptable from an urban design perspective. The rationale behind these changes is explained in more detail overleaf.

- Reduce the large portion of blank walls along Copping Street frontage
- As previously recommended have Unit 1 and Unit 2 providing their primary frontage to Coppin Street and have vehicular entrances from other two residential streets.
- Need more clarity with materials as there are discrepancies in the material schedule (TP013) and elevations (TP-010)

Attachment 7 - PLN17/0730 - 107 Coppin Street Richmond - UD re-referral 18 April 2018

URBAN DESIGN FEEDBACK

- **Streetscape Character**

  The amended Coppin Street façade design incorporates more opening and designed to present a primary frontage. The light grey render (shown in red below) appears to present like a window in 3D renders but when built will present a large portion of blank wall.



Coppin Street Elevation (portion of blank wall designed like a window shown in red)

Brady Street is still dominated with garage frontages. Hence, as previously recommended, have Unit 1 and Unit 2 to front Coppin Street and provide their vehicular entrances from other two residential streets. This will also contribute in providing some active edges on the corner of Brady Street and Coppin Street and make some contribution in reduction of garage dominance treatment along Brady Street.

- **Material and Colour**

  There are some discrepancies in the material schedule (TP013) and elevations (TP-010) sheets. Brady Street elevation shows that the garage doors are panelled doors in translucent white and transparent green colours to match M.03. The material schedule does not show this material.

  Material M.03 is shown as coloured cladding to front balcony areas and rear garage doors but in elevations it is used near the entrance doors for ground floor. Material M.12 is shown to be used for balcony balustrades in North Elevation but in the material schedule it is the cross-over permeable pavers. It is recommended to use glazing for balcony balustrades.

Attachment 8 - PLN17/0730 - 107 Coppin Street Richmond - Engineering comments

CITY OF YaRRA

MEMO

To:	**Lara Fiscalini**	
From:	**Mark Pisani**	
Date:	**22 December 2017**	
Subject:	**Application No:**	**PLN17/0730**
	Description:	**Construction of Seven Dwellings**
	Site Address:	**107 Coppin Street, Richmond**

I refer to the above Planning Application received on 22 November 2017 and the accompanying report prepared by MGA traffic engineering consultants in relation to the proposed development at 107 Coppin Street, Richmond. Council's Engineering Services unit provides the following information:

TRAFFIC GENERATION

MGA traffic engineering consultants have adopted a traffic generation rate of 3.0 vehicle trips per dwelling per day. Since each dwelling would be accommodating two on-site spaces, we would expect the traffic generation to be slightly higher.

The traffic generation for the site could be adopted as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential (7 dwellings)	4.0 vehicle trips per dwelling per day Peak hour volumes are 10% of daily traffic volume	28	3	3

These volumes are considered low and should not adversely impact on the capacity of the surrounding road network.

EXISTING ROAD CONDITIONS

A site inspection of Brady Street and Murray Street recorded the following measurements:

Road	Total Carriageway Width	On-street Parking	Effective Carriageway Width*
Brady Street	3.95 metres	Full-time Permit Zone on south side of street	2.40 metres
Murray Street	5.21 metres	Full time Permit Zone on north side of street	3.11 metres

* Effective Carriageway Width is the clear roadway width when vehicles are parked on-street.

Attachment 8 - PLN17/0730 - 107 Coppin Street Richmond - Engineering comments

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Doorways off Brady Street	The individual entrances off Brady Street are considered unsatisfactory. Vehicles parked along the south side of Brady Street would result in an effective carriageway width of only 2.4 metres. The MGA report did not factor in on-street parking in Brady Street and no swept path diagrams were provided. Access off Brady Street is not advisable. Since full-time Permit Zones operate in both Brady Street and Murray Street, on-street parking will not be removed in order to facilitate access.
Car Parking Modules and Mechanical Parking	
Garages	The internal dimensions of the garages (3.5 metres by 6.0 metres) satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9.
Car Stacker Device	According to MGA, it is proposed to use the Wöhr Parklift 461 type car stacker for each dwelling. When the lower platform is fully submerged into the pit, the upper platform can allow a larger/higher vehicle to be parked at ground level (with a vehicle clearance height extending up to the ceiling). A car parked in the lower platform enters first and exits last (similar to a tandem parking arrangement). The lower platform has a useable width of 2.60 metres and the upper platform has a width of 3.20 metres. The use of this stacker is considered appropriate for this development.
Floor to Ceiling Height	The floor to ceiling height is 2.3 to 2.4 metres.
Vehicle Clearance Height	The stackers would provide 50% of spaces with vehicle clearance heights of no less than 1.8 metres and satisfies the vehicle height clearance requirement of *Design standard 4: Mechanical parking*.
Other Items	
Principal Pedestrian Access	The proposed pedestrian entries directly off Murray Street are considered unsatisfactory. The south side of Murray Street contains a bluestone open channel which provides an uneven surface for pedestrians accessing the dwellings. The pedestrian entries also lead directly onto the road pavement of Murray Street, which is a poor design outcome.
Sewer Vent	The sewer vent must be relocated to the satisfaction of the relevant water authority and Council. The new location of the sewer vent must ensure that the top of the vent does not cause vapours to waft into the upper levels of residential dwellings. The applicant should consult the relevant water authority. The sewer vent should not be relocated in front of another private residential property.

Attachment 8 - PLN17/0730 - 107 Coppin Street Richmond - Engineering comments

Design Items to be Addressed

Item	Details
Redesign and Relocation of Vehicle Access	It is recommended that vehicular access for the dwellings is provided via Murray Street. When cars are parked on the south side of Brady Street, vehicles cannot adequately or effectively enter the garages of the subject site. Murray Street provides a wider carriageway for vehicles to manoeuvre into single sized garages and car stackers. Swept path diagrams using the B85 design vehicle must be submitted to Council to demonstrate access.
Primary Pedestrian Access	It is recommended that primary pedestrian access be located off Brady Street, with the provision of a 1.2 metre wide footway contained within the title boundary of the development to service the dwellings (with a connection from Coppin Street).

ENGINEERING CONDITIONS
Civil Works

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

- The bluestone open invert drain running along the property's Murray Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The kerb and channel along the property's Brady Street frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The infill material (behind the kerb) must be reinstated.

Relocation of Sewer Vent

- The sewer vent must be relocated to the satisfaction of the relevant water authority and Council. All costs associated with relocating the sewer vent are to be funded by the Permit Holder.

Public Lighting (on Roads)

- The public lights directly facing the development (on Coppin Street and Murray Street) should be provided with baffling or shielding to minimise light spilling into the habitable windows of the development.

Road Asset Protection

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

Impact of Assets on Proposed Development

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

Attachment 8 - PLN17/0730 - 107 Coppin Street Richmond - Engineering comments

NON-PLANNING ADVICE FOR THE APPLICANT
Legal Point of Discharge
The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the *Building Regulations 2006* from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act 1989* and Regulation 610.

Regards

Mark Pisani
Senior Development Engineer
Engineering Services Unit

Attachment 9 - PLN17/0730 - 107 Coppin Street, Richmond - Engineering referral comments

CITY OF YARRA **File Note**

Date: 30 May 2018

Property Address: 107 Coppin Street, Richmond

Application No: PLN17/0730

Engineering Comments – Mark Pisani

COMMENTS:

Reduction in car parking

The proposed development would have a residential visitor parking demand of one space. Four of out of the seven dwellings contain mechanical parking and the development does not have spare capacity to practically accommodate a single at-grade on-site space for visitors.

Visitors to the site would be inclined to park on Coppin Street, as Brady Street and Murray Street contain Permit Zones.

Based on the above, the Civil Engineering unit has no objection to the reduction of one visitor space.

The reduction of three resident spaces is considered acceptable. Residents would know up-front that each dwelling would contain one on-site space. The site is also within walking distance of the Bridge Road activity centre and public transport services.

Garage access

The internal dimensions of each garage satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004.

The submitted swept path diagram provided by MGA Traffic satisfactorily demonstrates the entry and exit movements into and out of a garage for the B85 design vehicle via Brady Street. The on-street parking that takes place on the south side of the street has been factored in the assessment.

A small vehicle has the standard dimensions of 4450 mm by 1700 mm. By comparison, the B85 design vehicle is 4910 mm by 1870 mm.

It is possible for a B85 design to park on the south side of the street as Brady Street is a Public Highway. Width-wise, there is a only difference of 17 cm between the B85 design vehicle and a small car – this should not be critical in terms of turning movements for a car entering or exiting into and out of the garages.

1.3 100 Scotchmer Street Fitzroy North VIC 3068 - Planning Application PL09/0904 - Amendment to Planning Permit PL09/0904 to increase the operating hours and patron numbers of the existing use (Cafe) and for the sale and consumption of liquor.

Executive Summary

Purpose

1. This report provides Council with an assessment of an application to amend planning permit PL09/0904 and recommends approval subject to conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) Clause 13.04 – Noise and Air
   (b) Clause 17.01 – Commercial
   (c) Clause 21.04 – Land Use
   (d) Clause 22.01 – Discretionary Uses in the Residential 1 Zone
   (e) Clause 22.05 – Interface Uses
   (f) Clause 22.09 – Licensed Premises

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Use and strategic justification;
   (b) Liquor licence, and,
   (c) Objector concerns.

Objector Concerns

4. Fifteen (15) objections were received for the application, the grounds of which can be summarised as:
   (a) Noise impacts;
   (b) Anti-social behaviour associated with the service of liquor;
   (c) Increased car parking pressure;
   (d) Concerns regarding footpath trading, and;
   (e) Waste impacts

5. Four (4) letters of support were received for the application, the grounds of which can be summarised as:
   (a) Proposed licensed/ operating hours are similar to other hospitality businesses in the area;
   (b) The area is in need of a diversity of businesses.

Conclusion

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

Key Recommendation

7. This report recommends a reduction in the proposed operating hours of the Café use and the proposed hours for the sale and consumption of liquor as follows:

		Recommended Operating Hours	
Day	Proposed	Internal	Courtyard
Monday-Wednesday	6.30am – 5.00pm	6:30am – 5:00pm	7:00am commencement
Thursday and Friday	6.30am – 10.00pm	6:30am – 10:00pm	7:00am commencement
Saturday	8.00am – 10.00pm	8:00am – 10:00pm	8am – 6pm
Sunday	8.00am – 5.00pm	8:00am – 5:00pm	no change

		Recommended Liquor Licence Hours	
Day	Proposed	Internal	Courtyard
Monday-Wednesday	6.30am – 5.00pm	9:00am – 5:00pm	no change
Thursday and Friday	6.30am – 10.00pm	9:00am – 10:00pm	9:00am – 6:00pm
Saturday	8.00am – 10.00pm	9:00am – 10:00pm	9:00am – 6:00pm
Sunday	8.00am – 5.00pm	9:00am – 5:00pm	no change

CONTACT OFFICER: **Chris Stathis**
TITLE: **Senior Statutory Planner**
TEL: **9205 5352**

1.3 100 Scotchmer Street Fitzroy North VIC 3068 - Planning Application PL09/0904 - Amendment to Planning Permit PL09/0904 to increase the operating hours and patron numbers of the existing use (Cafe) and for the sale and consumption of liquor.

Trim Record Number: D18/85238
Responsible Officer: Senior Coordinator Statutory Planning

Proposal:	Amendment to Planning Permit PL09/0904 to increase the operating hours and patron numbers of the existing use (Café) and for the sale and consumption of liquor.
Existing use:	Food and drink premises (café) with no liquor licence
Applicant:	Sebastiano Ghezzi
Zoning / Overlays:	Neighbourhood Residential Zone (Schedule 1) Heritage Overlay (Schedule 327)
Date of Application:	04 October 2017
Application Number:	PL09/0904.01

Planning History

1. Planning Permit PL09/0904 (subject permit) was granted by Council on 28 October 2010 for the *use of the site (including the rear courtyard) as a food and drinks premises (café), part demolition and buildings and works.* The permit allows for a maximum of 49 patrons (with a maximum of 20 patrons in the rear courtyard). The following operating hours were approved:
   (a) Monday to Friday 7:00am – 5:00pm
   (b) Saturday and Sunday 8:00am – 5:00pm

2. Planning Permit PL05/0801 was granted on 14 October 2005 to *Develop the land through buildings and works associated with the construction of a front verandah (includes part demolition).*

3. Planning Permit SP01/0082 was granted on 11 February 2002 for a *Variation of Easement.* Specifically this allowed for the creation of a new easement within 1.2m of the rear boundary for drainage and sewerage purposes.

Background

Footpath Trading

4. The business operating at the subject site currently has on-street dining along Scotchmer Street. Any changes to the operating hours and sale/consumption of liquor on the footpath will need to be obtained under a separate process through Council's Local Law Department. This planning application therefore does not pertain to the footpath trading.

Existing Conditions

Subject Site

5. The subject site is located on the south-western corner of Scotchmer and Egremont Streets in North Fitzroy. The site has a 6.3m frontage to Scotchmer Street, and a 22.6m frontage to Egremont Street, yielding a total area of approximately 139sqm.

6. A two storey, brick shop building exists on the site, constructed to the northern, western and eastern boundaries. The site is currently operating as a food and drink premises (café) associated with current Planning Permit PL09/0904. Internally, the café consists of a seating area at the front of the site, food preparation areas, a kitchen and two toilets. An outdoor courtyard is located at the rear of the built form which is predominantly covered by the balcony of the first floor dwelling at the subject site. The subject site forms the eastern half of a Victorian-era pair of shop buildings.

7. At first floor is a shop-top dwelling with access from Egremont Street. The secluded private open space **(SPOS)** associated with this dwelling is located directly above the ground floor courtyard of the cafe. This residence is not part of the application.

8. There are a number of entrances to the site along Egremont Street. The northernmost is a single door that leads to a set of stairs to a dwelling at the first floor. The second entrance is a double gate to the courtyard (gate that forms part of this application as discussed previously). Finally, there is a single wooden gate that leads to the area identified as a drainage and sewerage easement on the title provided.



Figure 1: The subject site at the intersection of Scotchmer and Egremont Streets.



Figure 2: The subject site (centre) as it fronts Egremont Street. The south-adjoining property is seen in the foreground

Surrounding Land

9. The immediate surrounding area is mixed in nature, with the subject site being on the boundary of the Commercial 1 Zone, itself being within the Neighbourhood Residential Zone. The site is located on the south-western corner of Scotchmer and Egremont Streets, with Scotchmer Street containing a mix of residential and commercial uses. Egremont Street is low scale and residential in nature. A number of commercial uses along Scotchmer Street are located within the Neighbourhood Residential Zone, including:
   (a) A second hand bookstore located at No. 98 Scotchmer Street (the west-adjoining property);
   (b) The Sortino Social Club located at No. 101 Scotchmer Street (located opposite the subject site to the north);
   (c) A pet supplies store located at No 76 Scotchmer Street, 80m east of the subject site, and;
   (d) A jewelry store located at No. 55 Scotchmer Street, further east.

10. The architecture along parts of Scotchmer Street is mixed and includes numerous double storey shop-buildings of the Victorian-era with zero front setbacks and glazing fronting the street. This creates an urban environment along Scotchmer Street that lends itself to commercial uses, including within the Neighbourhood Residential Zone.

11. To the east of the subject site, land is zoned Commercial 1 and forms the Fitzroy North Neighbourhood Activity Centre **(NAC)** which includes a number of commercial businesses along Scotchmer Street, Best Street and St Georges Road. Businesses cater to the surrounding area and include a mix of retail premises (including supermarket Piedemonte's) and a number of cafes, restaurants and bars. A tram stop for route 11 is located at the corner of Scotchmer Street and St Georges Road.

12. *98 Scotchmer Street, Fitzroy North*
    To the west of the subject site is a double-storey Victorian-era shop building which, together with the subject site, forms a Victorian-era pair complete with shared front verandah. Similar to the subject site, the site is being used for commercial purposes at ground floor (a second hand bookshop named 'Already Read Books') and a dwelling above. As illustrated by figures 3 and 4 below:
    (a) The shop comprises the front two rooms at ground floor;
    (b) The dwelling comprises the rear section of the ground floor, including a dining room and associated courtyard which faces the subject site and a south-facing living area and rear courtyard;
    (c) The dwelling also occupies the entire first floor of the site and includes two bedrooms – one fronting Scotchmer Street and one with a south-facing window. The dwelling's primary area of SPOS is located at the rear first floor balcony which has an interface with both the rear courtyard of the subject site and the first floor balcony of the dwelling above the subject site.

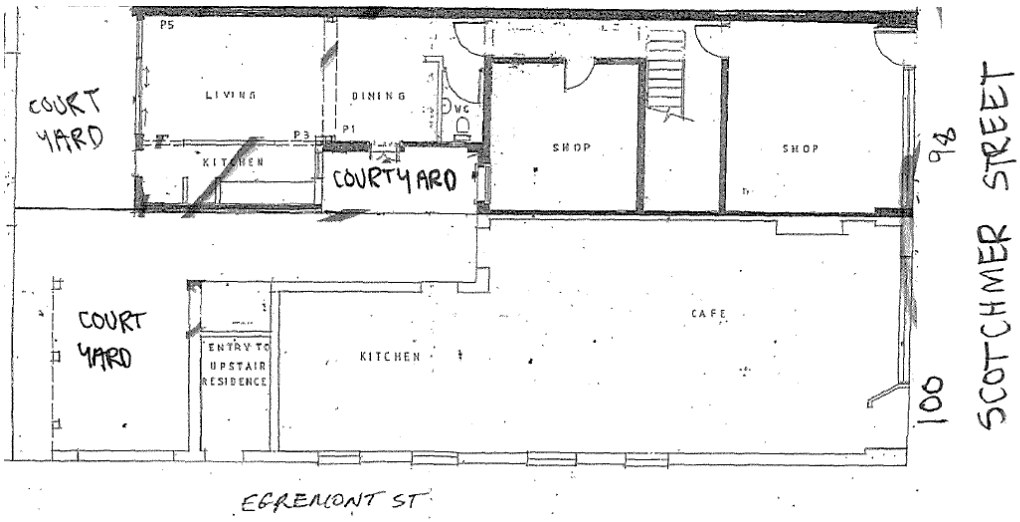


Figure 3: The ground floor layout of No. 98 Scotchmer Street and the subject site.

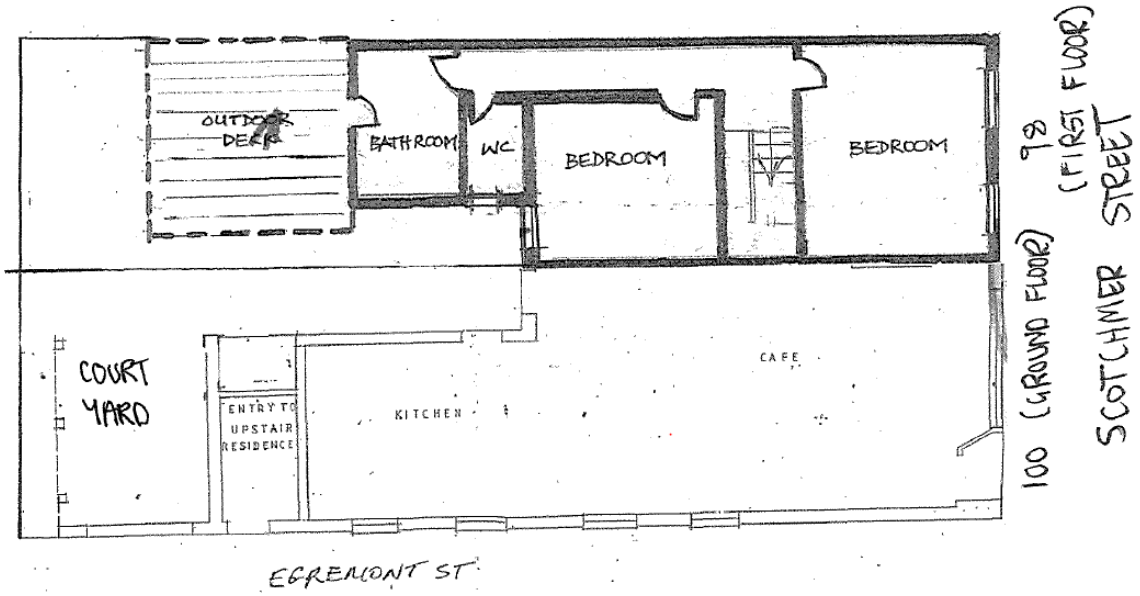


Figure 4: The first floor layout of No. 98 Scotchmer Street compared to the ground floor layout of the subject site.

13. Further west is generally comprised of single-storey dwellings on the southern side of Scotchmer Street that typically feature modest front setbacks and small areas of SPOS towards the rear of each lot.

14. *102-106 Scotchmer Street, Fitzroy North*
To the east of the subject site (on the opposite side of Egremont Street) is a double-storey building of the Victorian-era fronting Scotchmer Street. The front section of the building appears commercial with zero front setback and glazing to the street. Towards the rear, however, a former industrial use is evident with a saw roof for the southern half of the site. The building has previously been used as a veterinary clinic however is currently vacant. Planning application PLN18/0066 is currently being considered by Council for the use of the land as a Place of Assembly, the sale and consumption of liquor and a reduction in the car parking requirements. The use is proposed to operate with a maximum of 100 patrons between the hours of 10am to 11pm (Monday to Saturday) and 10am to 10pm (Sunday). It should be noted that this site is located within the Commercial 1 Zone.

15. *35 Egremont Street, Fitzroy North*
To the south of the subject site is a three-storey converted-warehouse dwelling with a two-storey wall constructed to the common boundary with the subject site. Further details of the interface with the subject site include:
    (a) A garage a ground floor (accessed via Egremont Street);
    (b) A balcony at first floor which is open to the sky but enclosed by the walls of the original building. The balcony has an opening to Egremont Street but does not have any openings to the subject site.
    (c) Second-floor rooms that are set back approximately 2m from the subject site and have no openings facing the subject site. This floor, however, does have a large window facing Egremont Street as well as a door leading to a second-floor balcony in the southeast corner of the lot.

16. Further south is generally comprised of single storey residential dwellings on both side of Egremont Street which typically feature modest front setbacks, habitable rooms fronting the street and rear areas of SPOS.

The Proposal

17. To amend Planning Permit PL09/0904 in the following ways:
    (a) Provide for the sale and consumption of liquor (under a Restaurant and Café Licence);

(b) Increase the number of patrons from 49 to 58, and;
(c) Extend the operating hours of the existing use (Café) as follows:

(i)	Monday to Wednesday	6:30am – 5:00pm
(ii)	Thursday and Friday	6:30am – 10:00pm
(iii)	Saturday	8:00am – 10:00pm
(iv)	Sunday	8:00am – 5:00pm

Legislative Provisions

18. The amendment has been requested pursuant to Section 72 of the *Planning and Environment Act 1987* (the Act). Section 72 of the Act states:

(1) A person who is entitled to use or develop land in accordance with a permit may apply to the responsible authority for an amendment to the permit.

(2) This section does not apply to—
(a) a permit or a part of a permit issued at the direction of the Tribunal, if the Tribunal has directed under section 85 that the responsible authority must not amend that permit or that part of the permit (as the case requires); or
(b) a permit issued under Division 6.

19. The original Planning Permit PL09/0904 was issued on 28 October 2010 and was not issued at the direction of the Tribunal or under Division 6 of the Act.

20. Section 73 of the Act states that Sections 47 to 62 of the Act apply to the amendment application. This allows the Responsible Authority to apply the abovementioned sections of the Act to the amendment application as if it was an application for a permit. Accordingly, the relevant sections will be addressed in this report.

Planning Scheme Provisions

Zoning

21. *Neighbourhood Residential Zone (Schedule 1)*
Pursuant to Clause 32.09-1 of the Yarra Planning Scheme (the Scheme), the use of the land as a food and drink premises is a Section 2 use, requiring a planning permit. As set out earlier in the report, the food and drink premises (cafe) is operating under an existing planning permit.

Overlays

22. *Heritage Overlay (Schedule 327) (North Fitzroy precinct)*
The proposal will not trigger a planning permit under the Heritage Overlay provisions as there are no buildings and works, demolition or signage proposed.

Particular Provisions

23. *Clause 52.27 – Licensed Premises*
Pursuant to Clause 52.27 (Licensed Premises) of the Scheme, a planning permit is required to use land to sell or consume liquor if *a licence is required under the Liquor Control Reform Act 1998.*

General Provisions

24. *Clause 65 – Decision Guidelines*
The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted.

Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State Planning Policy Frameworks, Local Planning Policy Frameworks and any local policy, as well as the purpose of the zone, overlay or any other provision. An assessment of the application against the relevant sections of the Scheme is provided later in this report.

State Planning Policy Framework (SPPF)

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

Clause 13.04 – Noise and Air

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

Clause 17.01 - Commercial

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

28. The relevant strategy of this clause is to:
    (a) *Locate commercial facilities in existing or planned activity centres*

Local Planning Policy Framework (LPPF)

Clause 21 – Municipal Strategic Statement (MSS)

Clause 21.04 – Land Use

29. The relevant objectives of this clause are:
    (a) To reduce potential amenity conflicts between residential and other uses.
    (b) To increase the number and diversity of local employment opportunities.

Clause 21.08-8 – Fitzroy North

30. The following relevant element is offered at this clause:
    (a) *The North Fitzroy Village neighbourhood activity centre is a mixed use centre with strong convenience retailing located on St Georges Road. Further north along St Georges Road is the North Fitzroy neighbourhood activity centre. This centre provides a number of specialist business services. Linkages between the two parts of the centre should be improved.*

Relevant Local Policies

Clause 22.01 – Discretionary Uses in the Residential 1 Zone

31. This policy seeks *to ensure that residential amenity is not adversely affected by non-residential uses*. The following policies are relevant:
    (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) *Hours of operation should be limited to 8am to 8pm except for convenience shop.*
    (d) *Noise emissions should be compatible with a residential environment.*

Clause 22.05 – Interface Uses Policy

32. This policy applies to applications for use and development within a Residential Zone and within 30 metres of an existing business. 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.

Clause 22.09 – Licensed Premises

33. The following objectives of this clause are relevant:
    (a) To protect the amenity of nearby properties and areas by effectively managing the location, size, operation and hours of licensed premises;
    (b) To protect residential and other commercial uses from excess noise, traffic and car parking issues, and;
    (c) To provide for daytime trade and active street frontages in retail strips, while providing reasonable commercial opportunities for the trading of licensed premises.

34. The following relevant policies are outlined and categorised below:

Location and Access

(a) *Licensed premises should be located where:*
    (i) *The land is not zoned Residential (excluding the Mixed Use Zone);*
    (ii) *Potential amenity impacts from (but not limited to) patron noise, ingress and egress of patrons, queuing of patrons, smoking areas for patrons, and dispersal of patrons from the site can be appropriately managed or buffered;*
    (iii) *There is opportunity for a high level of public safety and surveillance of patrons as they enter and leave the premises, and:*
    (iv) *The premises would not result in an unreasonable cumulative impact on the amenity of the surrounding area.*

Venue Design

(b) *The entry and exits points of a licensed premise and the areas for queuing of patrons are located away from sensitive land uses.*
(c) *Waste management and storage is provided on-site, and noise enclosures are provided where bottle crushers are to be used.*

Hours of Operation

(d) *Licensed premises in a Residential zone (other than a Mixed Use Zone) should not provide for the sale and consumption of liquor beyond 8pm, unless the responsible authority is satisfied that it will not adversely affect the amenity of the area;*
(e) *Deliveries to and waste collection from a licensed premises should not occur after 10pm on any day, before 7am Monday to Saturday, or before 9am on a Sunday or public holiday except for those allowed under any relevant local law.*
(f) *Emptying bottles into bins in outdoor areas should not occur after 10pm on any day, before 7am Monday to Saturday, or before 9am on a Sunday or public holiday;*
(g) *An assessment of the impact of the hours of operation on the amenity of nearby properties and the surrounding area must consider:*
    (i) *The proposed use and licence type.*
    (ii) *The zoning of surrounding land.*
    (iii) *The location of the premises, location of car parking and availability of public transport, taxi ranks and ride sharing.*
    (iv) *The nature of surrounding uses and hours of operation.*
    (v) *Potential noise emissions from the premises.*
    (vi) *The impact of patrons arriving and leaving the premises, including…Any cumulative impact on the amenity of the area.*

Patron Numbers

(h) *The number of patrons should not exceed the safe and amenable operating capacity of the premises. An assessment of the maximum number of patrons that can be physically accommodated within a venue should be based on the VCGLR Liquor Licensing Fact Sheet – Maximum Patron Capacity (2016).*

(i) *The number of patrons reflects the strategic and physical context of the site and will not adversely affect the amenity of nearby properties and the surrounding area, including by any unreasonable cumulative impact.*

Noise

(j) *Noise from the operation of the licensed premises should not have an unreasonable impact on the amenity of the area.*

(k) *Noise emissions from licensed premises should comply with the standards specified in the State Environmental Protection Policy or any other relevant requirement such as accepted sleep disturbance criteria or relevant Australian Standards.*

(l) *On-site noise attenuation measures should be applied for licensed premises where unreasonable amenity impacts on the surrounding area may result from the proposed activities.*

(m) *Where required, a licensed premise must be designed and managed in accordance with an acoustic report approved by the responsible authority.*

Noise and Amenity Action Plan

(n) *Where required, licensed premises are managed in accordance with a Noise and Amenity Action Plan (NAAP).*

Advertising

35. The application was advertised in accordance with Section 52 of the *Planning and Environment Act 1987* (the Act) by way of letters sent to the surrounding property owners/occupiers and by two signs on the site.

36. Fifteen (15) objections were received for the application, the grounds of which can be summarised as:
    (a) Noise impacts;
    (b) Anti-social behaviour associated with the service of liquor;
    (c) Increased car parking pressure;
    (d) Concerns regarding footpath trading, and;
    (e) Waste impacts

37. Four (4) letters of support were received for the application, the grounds of which can be summarised as:
    (a) Proposed licensed/ operating hours are similar to other hospitality businesses in the area;
    (b) The area is in need of a diversity of businesses.

38. Following the advertising period, a consultation meeting was held on 30 January 2018 and attended by the Applicant, approximately 10 objectors and Council officers. No resolutions were reached at the meeting.

Referrals

<u>External Referrals</u>

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

<u>Internal Referrals</u>

Amenity Enforcement Unit

40. The following advice was provided:
The compliance branch has not received any recent complaints in relation to amenity concerns at the above address. Considering the hours proposed are between 8am-5pm (Sunday), 6:30am-5pm (Mon-Wed) and no later than 10pm (Thurs-Fri-Sat) for a café with a maximum of 58 patrons, the compliance branch does not have any concerns with the proposed liquor licence.

Social Planning Unit

41. The following advice was provided:
A Restaurant and Café liquor licence requires the predominant activity, at all times, to be the preparation and serving of meals for consumption on the premises. It also requires tables and chairs to be available for at least 75% of patrons attending the premises at any one time. The floor plan provided does not seem to allow for 75% seating for the patrons proposed. Additionally, confirmation should be sought to ensure that the outdoor seating is not included in the calculation given that it is exposed to the elements and therefore not always available for usage. The seating requirement should also be included as a condition on any amended planning permit issued, and the licence type should also be clearly stated (restaurant and café) to ensure it is clear in the event that they apply for changes in the future (change of licence type is a planning permit trigger).

Council's draft licenced premises policy (adopted by Council on 15 August 2017) states that licensed premises should not commence the sale and consumption of liquor before 9am. Consideration should therefore be given to restricting commencement hours of 9am, rather than the earlier commencement proposed. The draft policy also makes reference to timeframes for deliveries and waste collection.

OFFICER ASSESSMENT

42. The primary considerations for this assessment are as follows:
    (a) Use and Strategic justification
    (b) Liquor Licence
    (c) Objector concerns.

Use and Strategic Justification

43. The proposal is generally considered to be consistent with relevant provisions of the State and local planning policy frameworks in relation to economic development, and will not impact on the orderly planning of the area, subject to the reduced patrons numbers and hours of operation/ liquor discussed in more detail later in this report.

44. The State and Local Planning Policy Framework pursues the sustainability of commercial uses. These policies encourage development which meets 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, provided that a balance is achieved in relation to off-site amenity impacts.

45. Specifically, Clauses 13.04-1, 21.04-2 and 22.05 identify that noise and the interface between uses must be managed appropriately, particularly in a municipality such as Yarra where '*almost all residents are within 400m of an activity centre*... *Abutting uses along the length of the strips are generally residential, creating interface conflicts where some uses are not well managed or inappropriate uses are permitted*' (Clause 21.04-2).

46. The subject site is located within a Neighborhood Residential Zone (NRZ) but is also proximate to the Commercial 1 Zone (which commences at the opposite side of Egremont Street at No.102 Scotchmer Street). Refer to figure 5 below.



Figure 5: The zoning of the subject site and surrounding land: pink depicts the NRZ while purple shows the C1Z.



Figure 6: Looking south along Scotchmer Street: the subject site (red) is within the NRZ; properties to the east (purple) are within the C1Z. The area shown in blue is the western extent of the Fitzroy North Neighbourhood Activity Centre.

47. As depicted by figures 7 below, the site is within proximity to two activity centres:
    (a) the Fitzroy North Neighbourhood Activity Centre (approximately 20m east), and;
    (b) the Carlton North Neighbourhood Activity Centre (approximately 400m west).

48. Figure 6 above shows the commercial nature of the subject site and its similarity and connection to commercial buildings within the Fitzroy North Neighbourhood Activity Centre.

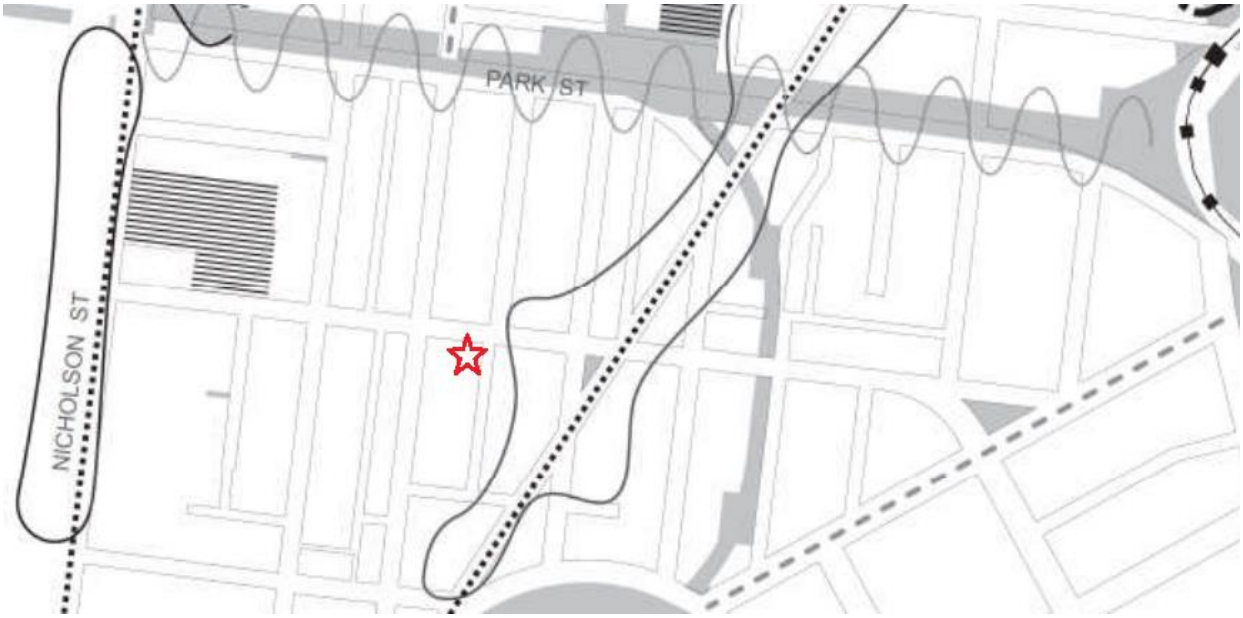


Figure 7: The subject site and its proximity to the Fitzroy North Neighbourhood Activity Centre (east) and the Carlton North Neighbourhood Activity Centre (west).

49. The purpose of the Neighborhood Residential Zone includes *'to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations'*. The increased operating hours associated with the existing Café use will enhance the ability of the business to '*provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations*'. The proposed hours of operation have been compared to the existing hours of operation for the existing Café use in the table below:

Day	Existing hours	Proposed hours	Increase of hours
Monday - Wednesday	7:00am to 5:00pm	6:30am to 5:00pm	0.5 hours
Thursday and Friday	7:00am to 5:00pm	6:30am to 10:00pm	5.5 hours
Saturday	8:00am to 5:00pm	8:00am to 10:00pm	5 hours
Sunday	8:00am to 5:00pm	8:00am to 5:00pm	None

50. Given the residential zoning and the subject site's proximity to the Commercial 1 Zone, activity centres and sensitive residential uses, a balanced assessment of the proposal is required.

51. Nearby residential properties are within proximity to both commercially-zoned land and the Fitzroy North Activity Centre. As such, these properties are not considered to have the same amenity expectations as would properties in the residential hinterland, such as within eastern sections of Clifton Hill, for example. Using the same logic, non-residential uses within the residential zone must respect the reasonable amenity of nearby residential uses and cannot expect to have the same operating capacity as a non-residential use within a commercial zone.

52. Clause 22.01 of the scheme provides policy guidelines for non-residential uses within the Residential 1 Zone so as to protect residential amenity. A key policy at this clause is that non-residential uses should be limited to 8am-8pm. The proposed extension to the operating hours, with recommended reduced hours (outlined in the following paragraph), would allow for a closing time of 10pm internally on Thursday, Friday and Saturday nights. In conjunction with independent acoustic advice received, this is considered appropriate as it is not anticipated to result in unreasonable noise impacts for nearby dwellings whilst still providing a reasonable operating capacity for a commercial use in proximity to the Commercial 1 Zone and an activity centre.

53. The proposed hours of operation for the rear courtyard have the potential to result in unreasonable noise impacts to nearby residential properties – an issue that was confirmed by independent advice sought from an external acoustic engineer (discussed further in a later section of this report). As such, it is recommended that the rear courtyard operating hours have the following reductions (should an amended permit issue):
    (a) Operating hours to be restricted for the rear courtyard to no earlier than 7am, seven days a week, and;
    (b) Operating hours to be restricted no later than 6pm on Thursdays, Fridays and Saturdays.

54. The recommended hours for the rear courtyard are considered to strike an appropriate balance between competing policy objectives for both residential amenity protection and the facilitation of local employment opportunities. It is considered that the recommended operating hours will allow the existing business to continue to meet the needs of the surrounding area, while not unreasonably affecting the amenity of residents. In order to achieve the State and Local Planning Policy Frameworks, Council policy seeks to '*provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres'.*

55. The proposal is generally compliant with Council's vision and neighbourhood strategies in that the proposal will provide ready access to a use that serves the needs of the local community and will not prejudice the needs of the surrounding activity centres, as identified in Clauses 21.03 and 21.08 of the Scheme.

56. The proposal is considered to somewhat be in accordance with local policy at Clause 22.01 given that:
    (a) the subject site is a Victorian-era shop building and is thus a preferred location for non-residential uses.
    (b) Noise emissions will be compatible with a residential environment (subject to conditions - as outlined in greater detail later within this report).

57. The proposal, however, is not in accordance with all elements of this policy, including:
    (a) The subject site does not have access to a Road in a Road Zone. This is considered to be of minimal consequence given that the application is for an amendment to an existing non-residential use and the site's proximity to activity centres.
    (b) Car parking is not provided on site, however this is irrelevant as the scope of the amendment does not include car parking considerations;
    (c) The hours of operation do not comply with the suggested 8am-8pm. Subject to the recommended conditions outlined above, the proposed hours would be appropriate for the site and context.

58. It is thus submitted that the proposal meets policy objectives within Clause 22.01.

59. The amendment seeks to increase the patron numbers associated with the Café use from 49 to 58 patrons. As outlined in greater detail at paragraphs 82-85, an increase in patron numbers beyond 49 would not comply with relevant VCGLR requirements and is therefore not supported. Should an amended permit issue, it is recommended that the number of patrons (49) remains unchanged.

Liquor Licence

60. Clause 22.09 (Licensed Premises Policy) and Clause 52.27 (Licensed Premises) provide the relevant guidance in relation to considerations of the proposed sale and consumption of liquor on off-site amenity impacts, including cumulative impacts. Clause 22.09 of the Scheme is Council's local policy to guide the assessment of new or extended licensed premises within the municipality. It contains six key elements that will be considered in the following section. In addition, Cumulative impacts will be discussed at the end of this section of the report.

61. It should be noted that the applicant did not originally state which category of liquor licence was being applied for. During the application process, the applicant confirmed in writing that the intended liquor licence category is a Restaurant/Café licence. This is recommended to be included in the permit preamble, should an amended permit issue. This recommendation is also in accordance with advice received from Council's Social Planning Unit. Given this category, relevant VCGLR regulations will require that liquor is only served in conjunction with meals.

Location and Access

62. The subject site is located on a corner allotment within the Neighbourhood Residential Zone and in proximity to two activity centres, with a mix of both commercial and residential uses in nearby. Whilst Clause 22.09 states that *licensed premises should be located where the land is not zoned residential,* the location in this instance is considered appropriate given the aforementioned site context and proximity of multiple alternative transport modes.

63. In addition, the café is located within a commercial building and is already operating under the existing Planning Permit PL09/0904. The use has been operating for a number of years (albeit under a different business), with no complaints on record with Council's Compliance branch. The existing business model operates primarily as a local venue serving meals and catering for the local community. With the inclusion of the recommended reduced licensed hours, liquor is anticipated to complement the existing café use rather than change the venue to a bar or night club.

64. The main pedestrian entrance into the cafe is from Scotchmer Street. The site also has a side gate on Egremont Street at the rear courtyard which is within direct proximity to dwellings on Egremont Street. In contrast, the Scotchmer Street access point fronts the principal street and other commercial uses. It is considered that the Scotchmer Street entrance will function as the primary entrance which will generally limit patron ingress/egress to the less sensitive Scotchmer Street interface.

65. The prominence of the Scotchmer Street entrance and the windows fronting the street will allow for a reasonable level of surveillance of patrons as they enter and exit the premises. Given the proximity and direction of public transport options and the North Fitzroy Neighbourhood Activity Centre, patrons departing the premises are more likely to head east, which allows patrons easy access to trams, taxis and retail and hospitality services. Given the surrounding zoning, east is the least sensitive direction.

Venue Design

66. The decision plans do not show any changes to the built form of the subject site. The applicant's acoustic report recommends that acoustic screening be provided for the rear courtyard. The acoustic screening for the rear courtyard is considered to have been recommended by the acoustic engineer as part of the justification of allowing trading until 10pm in the rear courtyard. Given the significant reduction to 6pm for the rear courtyard, the acoustic screening is not considered to be necessary for inclusion as permit conditions, should an amended permit issue. If the applicant wishes to pursue acoustic screening, this can be applied for in a subsequent permit application.

67. Toilet facilities are located to the north of the rear courtyard, however patrons will enjoy convenient access to these via the rear door of the main building. The first floor of the shop-top dwelling cantilevers over part of the path from the rear exit to the toilets. No unreasonable amenity impacts are anticipated in association with the rear toilets.

68. A smoking area cannot be provided on-site given the high site coverage and the fact that the rear courtyard is largely covered by the first-floor balcony of the shop top dwelling. Regardless, smoking at the site will not be possible due to the Restaurant/ Café licence type, which prescribes that liquor be served in conjunction with meals only. With current smoking laws, this will prevent patrons from smoking on the premises, including the footpath trading area along Scotchmer Street.

69. The decision plans show that bins will continue to be stored along the rear of the site, accessible from Egremont Street. Including the recommended reductions contained within this report, should an amended permit issue there would be no increase in patrons numbers and a limited increase in the licensed hours. As such, a Waste Management Plan is not considered necessary in this instance. The amended use, however, would be required to comply with the following, should an amended permit issue:
    (a) the general amenity condition which is included on the current Planning Permit PL09/0904, and;
    (b) a standard permit condition that would restrict the emptying of glass bottles into bins to between the hours of 8am and 8pm.

Hours of Operation

70. The application seeks the sale and consumption of liquor during the following hours:

Day	Proposed hours
Monday - Wednesday	6:30am to 5:00pm
Thursday and Friday	6:30am to 10:00pm
Saturday	8:00am to 10:00pm
Sunday	8:00am to 5:00pm

The proposed licensed hours shown above are not considered to be in accordance with Council's Licensed Premises policy. Recommended hours for the sale and consumption of liquor have been provided in the table below:

Day	Recommended licence hours	Adjusted Recommendation (Rear Courtyard)
Monday - Wednesday	9:00am – 5:00pm	no change
Thursday and Friday	9:00am – 10:00pm	9:00am – 6:00pm
Saturday	9:00am – 10:00pm	9:00am – 6:00pm
Sunday	9:00am – 5:00pm	no change

71. The recommended hours shown above are based primarily on the potential for noise impacts, and as such, the large share of noise-impact discussion is contained within this section of assessment.

72. Noise impacts form a critical part of the application's assessment. The applicant's submitted acoustic report identifies the following properties as the most sensitive noise receivers:
    (a) 100 Scotchmer Street (dwelling located at first floor of subject site)
    (b) 98 Scotchmer Street (dwelling to the west of the subject site, at rear section of ground floor and entire first floor);
    (c) 35 Egremont Street (dwelling to the south of the subject site)

73. Council's independent acoustic peer review found the following additional properties to also be sensitive noise receivers:
    (a) 34 and 36 Egremont Street - dwellings located on the eastern side of the street, respectively 15m and 19m to the southeast of the subject site.

74. The applicant's acoustic report found that the proposed hours of operation/ licensed hours would be appropriate on the following assumptions:

(a) *Access door to the rear courtyard shall incorporate self-closing mechanism and remain closed after 6pm;*
(b) *Trading should be limited to the proposed hours and the rear courtyard vacated between 10pm and 7am* – this means that the courtyard would need to be closed between 10pm and 7am the following day);
(c) *Any music associated with the development will be limited to background music below conversation level;*
(d) *Install additional screening around the exiting deck in the rear courtyard area to create an enclosed space for the rear courtyard, suitable materials includes imperforate solid sheeting such as fibre cement sheet, Colorbond sheeting, Perspex glass etc.*

75. Council's independent peer-review of the submitted acoustic report found a number of issues with the document, including the following:
    (a) Acoustic levels had been predicted rather than measured;
    (b) The appropriateness of the acoustic data input was questioned;
    (c) Nos. 34 and 35 Egremont Street were not included as sensitive noise receivers.

76. In summary, the peer review did not raise issues with the proposed extended operating hours within the building to 10pm on Thursday through Saturday. The main area of concern was the use of the rear courtyard and its potential for unreasonable noise impacts during the evening period. The peer review recommended that an earlier close time for the rear courtyard be included as a condition. Following these findings, the applicant was provided with an opportunity to produce a revised acoustic report that addressed the peer-review's concerns. The applicant chose not to take this opportunity and instead elected that the application proceed without a revised acoustic report.

77. Given that the peer review found so many issues with the submitted acoustic report, it is not recommended that the document be endorsed to form part of the amended permit (should one issue). The clear issue from Council's peer review was the closing time for the rear courtyard. It is therefore recommended that the rear courtyard be restricted to vacate at 6pm on Thursday, Friday and Saturday, instead of the proposed 10pm. The 6pm restriction to the courtyard is considered to provide a balanced outcome given the following:
    (a) The proximity of residential uses to the site and the potential for unreasonable noise impacts. SEPP N-1 guidelines show that 6pm marks the commencement of the *evening* period on weekdays. Therefore the recommended 6pm restriction will ensure that the courtyard area is vacated during weekday evening periods, ensuring reasonable protection of amenity for nearby dwellings;
    (b) The peer review of the applicant's acoustic report found a number of issues and questioned the appropriateness of the proposed courtyard hours. With this advice, and in the absence of a revised acoustic report addressing these issues, it is considered essential to significantly reduce the courtyard hours so as to ensure reasonable protection of amenity for nearby dwellings.

78. Clause 22.09-3 of the scheme recommends that licensed premises not provide for the sale and consumption of liquor beyond 8pm for venues in a Residential Zone. With a closing time of 10pm, the proposal exceeds the recommendation by two hours on Thursday, Friday and Saturday evenings (indoors only). Sunday through Wednesday, the sale/consumption of liquor will cease at 5pm – three hours earlier than the recommended maximum 8pm. Further, as outlined earlier, Council's peer-review of the submitted acoustic report did not raise any concerns with the proposed 10pm closing time for Thursday-Saturday and it is considered that the building associated with the café will provide reasonable noise attenuation for nearby dwellings.

79. With regards to the use of the rear courtyard, the recommended hours put a significant reduction in the sale and consumption of liquor within the rear courtyard – with a maximum of 6pm Thursday through Saturday – two hours earlier than the recommended maximum.

In summary, the recommended closing hours for the sale and consumption of liquor have been formulated to allow for reasonable protection of residential amenity and are considered to be generally in accordance with Council's liquor policies.

80. The policy also recommends that licensed premises should not commence the sale and consumption of liquor before 9am. The Applicant has not distinguished between operating hours for the café use and the licensed hours. As such, it is assumed that the proposed licensed hours commence at 6:30am Monday-Friday and 8am weekends. This is not supported by local policy or Council's Social Planning Unit, who commented that the liquor hours should not commence prior to 9am. In light of these considerations, revised commencement hours for the liquor licence are recommended, which can be included as a condition, should an amended permit issue. It should be noted that this recommendation will not affect the proposed operating hours of the café use, i.e. it would only restrict the sale and consumption of liquor to be no earlier than 9am.

81. Given the existing site conditions, site context and additional measures to minimise noise (see noise section of this report below), the recommended hours of operation are not anticipated to result in unreasonable amenity impacts to the surrounding area and are therefore considered acceptable.

Patron Numbers

82. This section of Clause 22.09 states:

The number of patrons should not exceed the safe and amenable operating capacity of the premises. An assessment of the maximum number of patrons that can be physically accommodated within a venue should be based on the VCGLR Liquor Licensing Fact Sheet – Maximum Patron Capacity (2016).

83. The application seeks to provide the sale and consumption of liquor to a maximum of 58 patrons.

84. In accordance with the aforementioned VCGLR Factsheet, a Café and Restaurant Licence must ensure that 75% of patrons have access to a table and seat at any given time. The plans show a total of 37 seats within the title boundaries of the site. On this basis, a maximum of 58 patrons would mean that only 64% of patrons have access to a seat and table, failing the requirement for a Café/ Restaurant Licence. A maximum of 49 patrons would see this ratio increased to over 75%. Therefore, should an amended permit issue, the maximum number of patrons for the sale and consumption of alcohol should be provided for a maximum of 49 patrons. This recommendation is consistent with advice received from Council's Social Planning Unit.

85. The recommended maximum of 49 patrons would comply with both the relevant Building Regulations and Liquor Licence regulations, and is therefore considered appropriate for the site and context. It should be noted that the existing café use has a maximum of 49 patrons permitted under the current planning permit. As such, the recommended patron numbers would not result in any increase of patrons permitted on the premises, should an amended permit issue.

Noise

86. Noise considerations have been largely assessed in the *Hours of Operation* section of this assessment so as to provide a basis for the recommended operating/licensed hours. In summary, Council's independent peer-review of the Applicant's acoustic report found multiple concerns and found that the use of the rear courtyard until 10pm Thursday-Saturday would likely result in unreasonable noise impacts to nearby dwellings. As such it is recommended that the use of the rear courtyard have a maximum closing time of 6:00pm.

87. In addition to the above, the peer review did not object to the proposal for a closing time of 10pm internally, and is thus considered to protect reasonable amenity of nearby dwellings.

88. In addition to the recommended restrictions for the use of the rear courtyard, a number of further conditions are recommended to minimise noise impacts:
    (a) Music that is played will be limited to background levels and inside the premises only.
    (b) No external speakers to be located within the courtyard.
    (c) Conditions will require that the noise from the premises must comply with EPA requirements, notably SEPP N-1 and N-2 which control commercial noise and music from public premises.
    (d) The emptying of glass bottles in garbage must not occur before 8am on any day or after 8pm on any night – this is a Standard planning condition that is used to minimise the associated noise impacts.
    (e) Before the commencement of the sale and consumption of liquor, the applicant must display a sign at the exit of the premises reminding patrons to minimise noise as they exit.

89. In summary, the recommended reduced hours for use of the courtyard, combined with the recommended conditions above are considered to provide for reasonable noise protection of nearby dwellings whilst at the same time allowing for a reasonable operating capacity for commercial use in proximity to the Commercial 1 Zone and activity centres.

Noise and Amenity Action Plan

90. Given that the amendment application is associated with a café, a Noise and Amenity Action Plan was not required to be submitted as part of the application, in accordance with Clause 22.09.

Cumulative Impacts

91. It is necessary to give consideration to potential cumulative impacts associated with a proposal for a new or expanded liquor licence as outlined at both Clauses 22.09 and 52.27. The 'Corner Hotel' decision (Swancom Pty Ltd T/as Corner Hotel v Yarra City Council & Ors) provides a potential assessment methodology for considering applications that may result in cumulative impact. The decision also acknowledges that depending on the nature of the use (i.e. premise type, patron numbers and operating hours), the required level of assessment will vary.

92. Since the 'Corner Hotel' decision, Council has developed an assessment tool to determine the likelihood of cumulative impacts occurring as a result of a proposal based on risk factors associated with the type of premises, size of premises and closing hours of the premises, to help determine what level of assessment is appropriate.

93. It is considered that a cumulative impact assessment is not warranted for this application, as the proposal scores a total of one on the determinative risk factors. Applying the matrix of risk below, a reasonable consideration would suggest that a score of one to three would be no risk, but that a score higher than three would be a potential risk and require a cumulative impact assessment.

Type of Premise	Risk Factor
Café / Restaurant	**0**
Bar / Restaurant / Café	1
Bar	3
Hotel / Tavern	3
Night Club	3
Place of Assembly	2

Size of Premise	Risk Factor
0 – 49 patrons	**1**
50 – 99 patrons	1
100 – 199 patrons	2
200+	3

Closing hours	Risk factor
11pm	**0**
12am	1
1am	2
2am	3
3am	3
After 3am	4

94. Overall, it is anticipated that the venue's potential to contribute to a negative cumulative impact will be limited (score of 1), provided that the conditions discussed throughout this report aimed at minimising any off-site amenity impacts are applied to any amended planning permit that issues and the recommendations contained within this report are complied with.

Summary of Recommendations

95. The proposed increase in patron numbers (from 49 to 58) is not supported from a planning perspective.

96. The operating/licensed hours that are proposed by the application are not fully supported from a planning perspective.

97. These recommendations have been elaborated upon further within earlier sections of the report. For the sake of clarity, the proposed hours/patron numbers and recommended hours/patron numbers are shown below. Note that the recommended liquor licence hours are separate to the recommended operating hours.

Proposed Operating/ Liquor Licence Hours

Day	Proposed hours
Monday-Wednesday	6:30am – 5:00pm
Thursday and Friday	6:30am – 10:00pm
Saturday	8:00am – 10:00pm
Sunday	8:00am – 5:00pm

Recommended Operating Hours

Day	General Recommendation	Adjusted Rear Courtyard Recommendation
Monday-Wednesday	6:30am – 5:00pm	7:00am commencement
Thursday and Friday	6:30am – 10:00pm	7:00am commencement
Saturday	8:00am – 10:00pm	8am – 6pm
Sunday	8:00am – 5:00pm	no change

Recommended Liquor Licence Hours

Day	General Recommendation	Adjusted Rear Courtyard Recommendation
Monday-Wednesday	9:00am – 5:00pm	no change
Thursday and Friday	9:00am – 10:00pm	9:00am – 6:00pm
Saturday	9:00am – 10:00pm	9:00am – 6:00pm
Sunday	9:00am – 5:00pm	no change

Patron Numbers

	No. of Patrons
Existing	49
Proposed	58
Recommended	49

98. The rationale for the above recommendations have been provided at various earlier sections of this report , including at:
    (a) paragraphs 43-58 (operating hours);
    (b) paragraphs 70-81 (liquor licence hours), and;
    (c) paragraphs 82-85 (patron numbers).

Objector Concerns

99. The following objector concerns have been addressed throughout the report.
    (a) Noise impacts – discussed at paragraphs 70-91 and 86-89;
    (b) Anti-social behaviour associated with the service of liquor – discussed at paragraphs 62-65 and 91-94;
    (c) Increased car parking pressure – discussed at paragraph 57;
    (d) Concerns regarding footpath trading – discussed at paragraph 4, and;
    (e) Waste impacts – discussed at paragraph 69.

Conclusion

100. Based on this report, the proposal is considered to substantially comply with the relevant policies of the Yarra Planning Scheme and is recommended for approval subject to conditions.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant an Amended Planning Permit PL09/0904 for the sale and consumption of liquor (Restaurant and café Licence) and an increase in the operating hours associated with the existing use (Café) at 100 Scotchmer Street, Fitzroy North, subject to the following amended permit preamble and conditions:

Amended preamble to read:

Use of the site (including the rear courtyard) as a food and drinks premises (Café), the sale and consumption of liquor (Restaurant and Café Licence), part demolition and buildings and works.

Conditions (amended or new conditions in bold)

1. The use and development must accord with the endorsed plans. Any alterations must be approved by the Responsible Authority.

2. Any damaged road(s) and footpath(s) adjacent to the development site must be reinstated to the satisfaction of the Responsible Authority.

3. No more than 49 patrons are permitted to be on the premises at any one time. No more than 20 of the patrons are permitted to be within the courtyard at any one time.

4. No more than four staff may be present on the site at any one time.

5. **Except with the prior written consent of the Responsible Authority, the use may only operate between the following hours:**
    (a) Monday to Wednesday 6:30am – 5:00pm
    (b) Thursday and Friday 6:30am – 10:00pm

(c) Saturday 8:00am – 10:00pm
(d) Sunday 8:00am – 5:00pm

6. Except with the prior written consent of the Responsible Authority, the rear courtyard may only be used between the following hours:
(a) Monday to Wednesday 7:00am – 5:00pm
(b) Thursday to Friday 7:00am – 6:00pm
(c) Saturday 8:00am – 6:00pm
(d) Sunday 8:00am – 5:00pm

7. **Except with the prior written consent of the Responsible Authority, the sale and consumption of liquor may only occur between the following hours:**
(a) Monday to Wednesday 9:00am to 5:00pm
(b) Thursday to Saturday 9:00am to 10:00pm
(c) Sunday 9:00am to 5:00pm

8. **Except with the prior written consent of the Responsible Authority, sale and consumption of liquor within the rear courtyard may only occur between the following hours:**
(a) Monday to Wednesday 9:00am to 5:00pm
(b) Thursday to Saturday 9:00am to 6:00pm
(c) Sunday 9:00am to 5:00pm

9. No external speakers are to be located within the courtyard.

10. The provision of music and entertainment on the land must be at a background noise level.

11. No emptying of bottles into garbage bins is permitted after 8pm on any night or before 8am on any day.

12. Before the commencement of the sale and consumption of liquor, the applicant must, to the satisfaction of the Responsible Authority, display a sign at the exit of the licensed premises advising patrons to respect the amenity of adjacent residential areas and to leave in a quiet and orderly manner.

13. The use must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

14. The use must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).

15. The amenity of the area must not be detrimentally affected by the use 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.

16. Except with the written consent of the Responsible Authority, demolition or construction works must only be carried out between: 7.00 am - 6.00 pm, Monday-Friday (excluding public holidays) and 9.00 am - 3.00 pm, Saturday and public holidays. No work is to be carried out on Sundays, ANZAC Day, Christmas Day or Good Friday without a specific permit. All site operations must comply with the relevant Environmental Protection Authority's Guidelines on Construction and Demolition Noise.

17. This permit will expire if:

(a) the extended operating hours of the Café or the sale and consumption of liquor is not commenced within two years of the date of the amended 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.

These premises will be required to comply with the Food Act 1984. The use must not commence until registration, or other approval, has been granted by Council's Health Protection Unit.

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

CONTACT OFFICER: **Chris Stathis**
TITLE: **Senior Statutory Planner**
TEL: **9205 5352**

Attachments

1 PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Social Planning Referral Comments
2 PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Acoustic Peer Review
3 PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Acoustic Report
4 PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Plans
5 PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Compliance Referral Comments
6 PL09/0904.01 - 100 Scotchmer Street Fitzroy North - Advertising S52 - Building Surveyors Report
7 PL09/0904.01 - 100 Scotchmer Street Fitzroy North - Advertising S52 - Current Planning Permit

Attachment 1 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Social Planning Referral Comments

CITY OF YaRRA

MeMO

TO:	Chris Stathis, Senior Statutory Planner
FROM:	Erika Russell, Senior Planner (Community Health and Safety)
DATE:	19 December 2017
ADDRESS:	100 Scotchmer Street, Fitzroy North
APPLICATION NO:	PL09/0904.01
DESCRIPTION:	Amendment to planning permit PL09/0904 to allow for the sale and consumption of liquor and an increase in the operating hours (Monday-Wednesday 6:30am - 5:00pm, Thursday and Friday 6:30am - 10:00pm, Saturday 8:00am - 10:00pm and Sunday 8:00am - 5:00pm) and patrons (maximum of 58 patrons) associated with the existing use (cafe).

Social Policy and Research has been requested to make comments on the proposal from a social planning perspective.

PROPOSAL

Key aspects of the site and proposal include:

- The site is located in the Neighbourhood Residential Zone and is surrounded by residential and commercial uses.
- The site is occupied by an existing café. The current permit allows for a maximum of 49 patrons and operating hours of Monday - Friday 7:00am - 5:00pm and Saturday & Sunday 8:00am - 5:00pm.
- The proposal includes the sale and consumption of liquor (associated with a cafe) with hours of Monday - Wednesday 6:30am - 5:00pm, Thursday and Friday 6:30am - 10:00pm, Saturday 8:00am - 10:00pm and Sunday 8:00am - 5:00pm, with a maximum of 58 patrons.

COMMENTS / RECOMMENDATIONS

- A Restaurant and Café liquor licence requires the predominant activity, at all times, to be the preparation and serving of meals for consumption on the premises. It also requires tables and chairs to be available for at least 75% of patrons attending the premises at any one time. The floor plan provided does not seem to allow for 75% seating for the patrons proposed. Additionally, confirmation should be sought to ensure that the outdoor seating is not included in the calculation given that it is exposed to the elements and therefore not always available for usage. The seating requirement should also be included as a condition on any amended planning permit issued, and the licence type should also be clearly stated (restaurant and café) to ensure it is clear in the event that they apply for changes in the future (change of licence type is a planning permit trigger).

Attachment 1 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Social Planning Referral Comments

- Council's draft licenced premises policy (adopted by Council on 15 August 2017) states that licensed premises should not commence the sale and consumption of liquor before 9am. Consideration should therefore be given to restricting commencement hours of 9am, rather than the earlier commencement proposed. The draft policy also makes reference to timeframes for deliveries and waste collection.

Attachment 2 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Acoustic Peer Review

2 February 2018

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City of Yarra
PO Box 168
RICHMOND VIC 3121

Attention: Chris Stathis

Dear Chris

100 Scotchmer Street, Fitzroy North
Planning Assessment Acoustical Review
PLN090904.01

SLR Consulting Australia Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the outdoor patron area proposed for 100 Scotchmer Street, Fitzroy North.

Details of the report are as follows:

- Title: 100 Scotchmer Street, Noise Impact Assessment
- Reference: 20171540.1
- Date: 16 November 2017
- Prepared by: Acoustic Logic

1 Project Details

(Sections 1 to 3 of the acoustic report)

The proposal is for the extension of hours of a café / bar with an outdoor dining area.

The café / bar (which currently operates until 4 pm, 7 days a week) is proposing to operate until 6 pm on Sunday to Wednesday nights and 10 pm Thursday to Saturday nights.

The application is for 38 patrons indoors and 19 patrons in the rear courtyard. Background music is proposed to be played within the building only.

Noise sensitive receivers have been identified, and the critical receivers are described as:

- Level 1 of the existing building (100 Scotchmer Street)
- First floor dwelling to the immediate west (98 Scotchmer Street)
- Residential dwelling to the immediate south (35 Egremont Street)

The report has been prepared to address the City of Yarra RFI for the project, which requires compliance with SEPP N-1, SEPP N-2 and sleep disturbance targets.

SLR Consulting Australia Pty Ltd Suite 2, 2 Domville Avenue Hawthorn VIC 3122 Australia
+61 3 9249 9400 +61 3 9249 9499 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

SLR Comment:

The site and the proposed use have been described and the nearest existing noise sensitive receivers have been identified. Further information regarding the configuration of the site and nearby dwellings would be useful. From our inspection of the area it appears that the current outdoor patron area has a roof above it, but is open to the south, east and west sides. The noise sensitive receiver location at 100 Scotchmer Street appears to be the balcony directly above the outdoor patron area. The noise sensitive receiver location at 98 Scotchmer Street is the balcony overlooking the outdoor patron area roof. The balconies at both 98 and 100 Scotchmer Street appear to have acoustically transparent balustrades.

The outdoor area has double wrought iron gates to Egremont Street. Refer to ***Figure 1****. Our assumptions about the site should be confirmed or corrected by Acoustic Logic.*

There are also existing dwellings at 34 and 36 Egremont Street, which may have a line of sight to the outdoor patron area.

We note that there is a concurrent application for a multi-level residential development on the eastern side of Egremont Street, with potentially overlooking apartments on the ground to third floor.

2 Background Noise Monitoring

(Section 5 and Appendix 1 of the acoustic report)

Background noise monitoring was undertaken in the existing rear courtyard of the site from Wednesday 8 to Friday 10 November 2017. The results are summarised in Table 2 and presented graphically in Appendix 1. The day and evening results are relevant to the assessment, and these were 38 dBA L_{90} (day) and 36 dBA L_{90} (evening).

SLR Comment:

The monitoring location appears to be slightly more shielded from ambient noise than the existing noise sensitive receiver locations, and is representative of a conservative approach to the setting of background based noise limits. The levels presented in Table 2 appear representative of the lower end of the data obtained, and are suitable for setting limits for patron and music noise. The SEPP N-1 policy allows for averaging of background noise over the assessment period, so slightly higher background levels could be used to determine SEPP N-1 limits.

We note that the measured background noise levels are quite low.

Attachment 2 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Acoustic Peer Review

Figure 1 Location of outdoor patron area and nearest noise sensitive receivers



The dotted lines show the outdoor private open spaces associated with 98 and 100 Scotchmer Streets.

The outdoor patron area is directly below the POS of 100 Scotchmer Street, and is open to the south, east and west.

.



View of outdoor patron area and balcony above from Scotchmer Street.

3 Voice Noise

3.1 Noise Limits

(Section 6 of the acoustic report)

Voice noise is proposed to be assessed to SEPP N-1. SEPP N-1 zoning levels are presented in Table 3 of the report and noise limits are derived in Table 4.

SLR Comment:

We agree the voice noise from the outdoor area can reasonably be assessed to SEPP N-1. We have also accepted assessment to background noise based limits developed by Marshall Day Acoustics. The critical limit under that approach would be 'background + 10 dB' for the evening period.

Acoustic Logic have not provided a sleep disturbance assessment in line with the City of Yarra RFI, however as the venue does not currently propose to operate after 10 pm, one is not required for the application.

Our calculations of SEPP N-1 zoning levels and noise limits agree with those provided in the acoustic report.

The critical SEPP N-1 noise limit is the 44 dBA limit for the evening period. The 'background + 10 dB' limit would be slightly higher (46 dBA Leq).

3.2 Assumed Noise Levels

(Section 7.1 of the acoustic report)

A sound power level of 87 dBA L_{10} has been assumed for patrons in the outdoor courtyard. This is based on the assumptions that there are 19 people in the courtyard area and that 50% of them are talking at 'raised speech' voice levels.

Café windows are assumed to be closed after 6 pm. This assumption effectively eliminates the issue of noise from voice within the café during the evening period.

SLR Comment:

An L_{eq} sound power level for patrons is not provided. This is likely to be 2-3 dB lower than the L_{10} level (Acoustic Logic to confirm the assumed L_{eq} sound power level of patrons).

A sound power level of 85 dBA L_{eq} is on the low side for 19 patrons. We would expect levels in the order of 90 dBA L_{eq} to be used in a reasonably conservative approach (corresponding to a voice noise level in the order of 77 dBA at 1-2 m above patrons).

Given that this is an existing outdoor patron area, our preferred approach for assessing impacts would be to measure noise from the existing use while the area is fully occupied.

3.3 Predictions

(Section 7.2 of the acoustic report)

Predictions of noise from the outdoor deck have been conducted assuming that the noise control treatments provided in Section 7.3 of the report have been implemented. The treatments include additional screening around the existing rear courtyard deck.

Predictions have been made to:

- Receiver 1 – first floor receiver at 98 Scotchmer Street (west)
- Receiver 2 – two level townhouse at 35 Egremont Street (south)
- Receiver 3 – first floor dwelling at 100 Scotchmer Street (directly above)

The predicted noise levels at all receiver locations are below 40 dBA Leq.

SLR Comment:

The assessment methodology is not described in the report, and the extent of the proposed screening is not clearly indicated.

Our indicative modelling of noise to 100 Egremont Street using the sound power levels proposed by Acoustic Logic suggest noise levels in the order of 52 dBA to a receiver in the centre of the private open space above the courtyard area. This prediction assumes that the main sound transmission path is via the wrought iron gates (i.e. outdoor patron area fully enclosed to the west and south). Based on our modelling, noise from the outdoor court is unlikely to comply with the identified limits. The higher sound power level that we have proposed is predicted to result in an even greater exceedance.

Further explanation about the calculation methodology and modelling assumptions may be able to address our concerns on this issue.

4 Mechanical Plant

An assessment is not provided.

SLR Comment: *The RFI requested a SEPP N-1 assessment of noise. This has not been conducted. While there may not be any new items of mechanical plant proposed for the site, it appears likely that the existing plant will operate for longer periods. Consideration of noise from the extended use should be provided in the report.*

5 Music Noise

(Sections 3 and 7.3 of the acoustic report)

Music noise is proposed to be played at background levels only within the venue, and loudspeakers are not proposed to be provided to the rear court. Acoustic Logic also recommend that the doors between the venue and the court are fitted with automatic closers, and kept closed unless in use, after 6 pm.

SLR Comment:

We agree that the measures proposed are likely to be sufficient to address music noise impacts.

6 Piedmontes

Noise to dwellings in the Piedmonte development has not been considered. Given that these are concurrent applications it would not be unreasonable from our perspective for patron noise to be assessed to indoor targets and less stringent external targets on balconies at this location. However this approach may involve imposing planning conditions on the Piedmonte's site to address the issue of patron noise from 100 Scotchmer Street.

7 Summary

Our review of the acoustic report prepared to support the extension of hours of the café bar at 100 Scotchmer Street is provided above. A summary of our comments is given below.

- Voice noise is proposed to be assessed to SEPP N-1 and the critical limit is identified a 44 dBA Leq. This limit applies to the 'evening' period. This is an acceptable approach. Noise from the use could also be assessed to 'background + 10 dB' during the evening period. This would result in slightly higher noise limits (46 dBA Leq).
- Noise from the outdoor patron area has been predicted rather than measured. As this is an existing use, and a fairly complicated modelling exercise, we would prefer that the existing impacts were measured instead of modelled. Monitoring conducted over a suitable period (e.g. a week) at the most impacted receiver location is likely to provide a reasonable indication of noise impacts.
- The sound power data used in the model is, from our understanding, 85 dBA Leq (to be confirmed by Acoustic Logic). This level is about 5 dB lower than we would normally expect for an outdoor patron area of this size used during the evening period.
- The predicted noise levels at receiver locations, using the provided sound power levels, are lower than our indicative calculations suggest. This may be due to a misunderstanding of the site on our part (the specific sound paths and proposed acoustic treatments are not well described in the report). Acoustic Logic may be able to clarify.
- Noise has not been assessed to 34 and 36 Egremont Street, which may have a line of sight to the outdoor patron area. Depending on the noise control treatments proposed, these may be the most sensitive receiver locations.
- Noise has not been predicted to the multi-level residential development proposed for the eastern side of Ergement Street (Piedmontes). The City of Yarra will need to advise on how noise to this site can be addressed, and whether indoor targets are acceptable for this site.

Given the low background noise levels in the area it seems unlikely that use of the external courtyard could achieve compliance with the design targets during the evening, and particularly the late evening period. In our opinion an earlier closing time (say 8 pm Thursday to Saturday) may be more realistic.

Yours faithfully,



Checked/
Authorised by: JA

Dianne Williams
Associate - Acoustics

Attachment 3 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Acoustic Report

MANAGING DIRECTORS
MATTHEW PALAVIDIS
VICTOR FATTORETTO

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BEN WHITE

100 Scotchmer Street, Fitzroy North

Noise Impact Assessment

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Attachment 3 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Acoustic Report

DOCUMENT CONTROL REGISTER

Project Number	20171540.1
Project Name	100 Scotchmer Street, Fitzroy North
Document Title	Noise Impact Assessment
Document Reference	20171540.1/1611A/R1/JZ
Issue Type	Email
Attention To	Birichino Cafe E Cucina Pty Ltd

Revision	Date	Document Reference	Prepared By	Checked By	Approved By
0	16/11/2017	20171540.1/1611A/R0/JZ	JZ		
1	16/11/2017	20171540.1/1611A/R1/JZ	JZ		

Attachment 3 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Acoustic Report

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Attachment 3 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Acoustic Report

1 INTRODUCTION

This report presents our acoustic assessment for the proposed café/bar located at 100 Scotchmer Street, North Fitzroy. The report will address Yarra City Council's additional information request under item(3) to address potential noise emission from the propose development to neighbouring sensitive receivers. The following documents have been referenced for this assessment:

Table 1 – Referenced documents

Type	Reference	Date	Author
RFI	PL09/0904.01	17/10/2017	Yarra City Council
Architectural drawings	TP01, TP02	20/09/2017	SG2 Design

2 COUNCIL RFI

Council have requested under correspondence dated 17 October 2017 with reference PL09/0904.01 the following with respect to the subject planning application with respect to 100 Scotchmer Street, North Fitzroy namely:

3. An acoustic report produced by a suitably qualified acoustic engineer that provides:

    a. An assessment of the levels of noise pollution associated with the proposed use, with special attention paid to residential uses within the immediate vicinity. The report should be based on the proposed hours of operation, proposed number of patrons and should be generally in accordance with the revised Noise and Amenity Action Plan required at point 2 above.

    b. An assessment as to whether the proposed use will comply with:

        i. State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).
        ii. State Environment Protection Policy – Control of Noise from Public Premises (SEPP N-2).
        iii. An assessment of a published sleep disturbance criteria, such as the World Health Organisation's '*Guidelines for Community Noise*', published 1999.

    c. Should the proposed use not comply with (b) above, a set of recommendations to ensure that the proposed use will comply. This may include acoustic treatments.

Attachment 3 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Acoustic Report

3 SITE DESCRIPTION

The proposed café/bar is located at 100 Scotchmer Street, Fitzroy North. The proposed development is located in an area with existing retail, commercial and residential dwellings. The development utilises an existing café space on ground level of 100 Scotchmer Street, it is proposed the new café/bar will serve alcohol within the shop and rear backyard till 10pm on Thursday, Friday and Saturday.

The site is bounded by Egremont Street to the east, Scotchmer Street to the north, existing bookshop on ground level and residential dwelling on Level 1 to the west, residential dwelling to the south. There is also an existing residential dwelling on Level 1 of 100 Scotchmer Street.

The existing café space will be renovated to incorporate a new bar/café, it is proposed the new premise will serve alcohol and have the following operation hours:

- Sunday to Wednesday – till 6pm
- Thursday to Saturday – till 10pm

The maximum patron number within the general seating area and rear courtyard are as follows:

- General seating (indoor) – 38 patrons
- Rear courtyard (outdoor) – 19 patrons

The proposed café/bar will not have any live music or DJ, background music will only be played within the general seating area internally.

The aerial map below shows the site location and surrounding area.

Attachment 3 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Acoustic Report



Figure 1: Site Map (Source: Google Map)

4 ENVIRONMENTAL NOISE DESCRIPTORS

Environmental noise constantly varies in level, due to fluctuations in local noise sources including road traffic. Accordingly, a 15-minute measurement interval is normally utilised. Over this period, noise levels are monitored on a continuous basis and statistical and integrating techniques are used to determine noise description parameters.

In the case of environmental noise three principle measurement parameters are used, namely L_{10}, L_{90} and L_{eq}.

The L_{10} and L_{90} measurement parameters are statistical levels that represent the average maximum and average minimum noise levels respectively, over the measurement intervals.

The L_{10} parameter is commonly used to measure noise produced by a particular intrusive noise source since it represents the average of the loudest noise levels produced by the source.

Conversely, the L_{90} level (which is commonly referred to as the background noise level) represents the noise level heard in the quieter periods during a measurement interval. The L_{90} parameter is used to set the allowable noise level for new, potentially intrusive noise sources since the disturbance caused by the new source depends on how audible it is above the pre-existing noise environment, particularly during quiet periods, as represented by the L_{90} level.

The L_{eq} parameter represents equivalent continuous A-weighted sound pressure level and is the value of the A-weighted sound pressure level of a continuous steady sound that has the same acoustic energy as a given time-varying A-weighted sound pressure level when determined over the same measurement time interval. L_{eq} is important in the assessment of traffic noise impact as it closely corresponds with human perception of a changing noise environment; such is the character of industrial noise.

5 NOISE LEVEL MEASUREMENTS

5.1 MEASUREMENT LOCATION

An unattended noise monitor was installed on the existing rear courtyard of the site.

5.2 MEASUREMENT TIME

Unattended noise monitoring was conducted between 8 November 2017 and 10 November 2017.

5.3 MEASUREMENT EQUIPMENT

Unmanned noise monitoring was conducted using an Acoustic Research Laboratory's EL315 noise monitor. The monitor recorded data continuously throughout the measurement period and the data was post-processed to provide 15-minute statistical noise levels throughout the unmanned monitoring period. Equipment was calibrated at the beginning and the end of the measurement using a Rion NC-74 calibrator for the noise monitor and no significant drift was recorded. All measurements were taken on A-weighted fast response mode.

5.4 MEASUREMENT RESULTS

Tables 2 below detail the results of measurements. 15-minute statistical levels for the entire monitoring period are provided in Appendix 1 – Noise Monitoring Data.

Table 2 – Unattended Background Noise Level Measurements

Period	Time	Measured Background $L_{90,15min}$ (dB(A))[1]
Day	7am – 6pm (Mon – Fri) 7am – 1pm (Sat)	38
Evening	6pm – 10pm (Mon – Fri) 1pm – 10pm (Sat) 7am – 10pm (Sun)	36
Night	10pm – 7am	32

6 ENVIRONMENTAL NOISE CRITERIA

Inspection on site indicates that patron noise from the rear courtyard will be the dominant noise source. It is noted that background music was playing during the inspection and it is inaudible within the rear courtyard when the entry door to the courtyard is closed.

It is noted that there is no specific guideline assessing patrons, as such patron noise associated with the development will be assessed against EPA State Environment Protection Policy N-1.

6.1 ENVIRONMENTAL NOISE CRITERIA – SEPP N-1

SEPP N-1 details the methodology to be used in assessing environmental noise emissions such that protection of residential amenity may be preserved. SEPP's are statutory instruments that are required to be complied with by private individuals, public and private sector organisations. SEPP N-1 includes both Schedule A and B that provide procedures to measure noise from premises and to determine noise emission limits respectively. To determine the assessment criteria both the 'zoning' level and ambient background noise levels are required to determine if the background noise level is neutral, high or low.

6.1.1 Zoning Level

The 'Zoning' level is determined by the Influencing Factor (IF) and is calculated by the formula nominated in section B.2.4 of SEPP N-1, the 'Zoning Level versus Influencing Factor' graph in section B3 of SEPPN-1 and Victoria's Planning Scheme Maps. The IF is calculated from the proportion of industrial and commercial land around noise sensitive areas (in this case residential premises). Review of the surrounding area indicates an IF of approximately **0.13** which results in the zoning limits detailed in Table 4 below.

Table 3 - Zoning Levels

Period	Zoning Level
Day	52
Evening	46
Night	41

6.1.2 SEPPN-1 Noise Limits

Table 5 below details the assessment criteria based on both the zoning levels and the measured background noise levels. Assessment has been made in accordance with SEPP N-1.

Table 4 – SEPPN-1 Noise Limits

Period	Measured Background $L_{90,15min}$ dB(A)	Zoning limit	Classification	Project Noise Limits L_{eq} dB(A)
Day Monday – Friday (7am – 6pm) Saturday (7am – 1pm)	38	52	Low	**50**
Evening Monday – Friday (6pm – 10pm) Saturday (1pm – 10pm) Sunday (7am – 10pm)	36	46	Low	**44**
Night Monday – Sunday (10pm – 7am)	32	41	Low	**40**

7 NOISE ASSESSMENT

7.1 PATRON NOISE

Assessment of patron noise have been conducted to the nearest sensitive residential receivers indicated in Figure 1 and is on the proposed maximum patron number below.

- General seating (indoor) – 38 patrons
- Rear courtyard (outdoor) – 19 patrons

Assessment is based on the following assumptions:

- External windows and doors of the café and restaurant bar area are closed before 7am and after 6pm
- Patron noise – A sound power level per patron of 77dB(A)L_{10} with one in two people talking at any one time has been adopted for patrons in rear courtyard area. This is based on
  - Sound power level for "raised speech" adopted in Acoustics by Leo Beranek
  - Measurements of similar dining/cafe areas conducted by this office
- Music is assumed to be played at below conversation level as background music internally
- In addition, assessment has been based on the assumption that treatments set out in Section 7.4 of this report are implemented.

7.2 PREDICTED NOISE LEVELS

Predicted noise levels from rear courtyard of the subject site are presented in Table 5 below.

Table 5 – Predicted Noise Levels

Period	Receiver	Predicted Noise Levels	Criteria	Complies
Day	1	<40	44 dB(A) L_{eq}	Yes
	2	<40	44 dB(A) L_{eq}	
	3	<40	44 dB(A) L_{eq}	
Evening	1	<40	44 dB(A) L_{eq}	Yes
	2	<40	44 dB(A) L_{eq}	
	2	<40	44 dB(A) L_{eq}	

7.3 RECOMMENDATIONS

The following recommendations shall be adopted and are assumed to have been incorporated into the development as part of the assessment.

- Access door to the rear courtyard shall incorporate self-close mechanism and remain closed after 6pm.
- Trading should be limited to the proposed hours and the rear courtyard vacated between 10pm and 7am
- Any music associated with the development will be limited to background music below conversation level
- Install additional screening around the exiting deck in the rear courtyard area to create an enclosed space for the rear courtyard, suitable material includes imperforate solid sheeting such as fibre cement sheet, Colorbond sheeting, Perspex glass, etc.

Attachment 3 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Acoustic Report

8 CONCLUSION

This report presents our environmental noise assessment for the proposed café/bar located at 100 Scotchmer Street, Fitzroy North. Provided the recommendations detailed in Section 7 are implemented, compliance with the nominated environmental noise criteria will be achieved.

Please contact us should you have any further queries.

Yours faithfully,

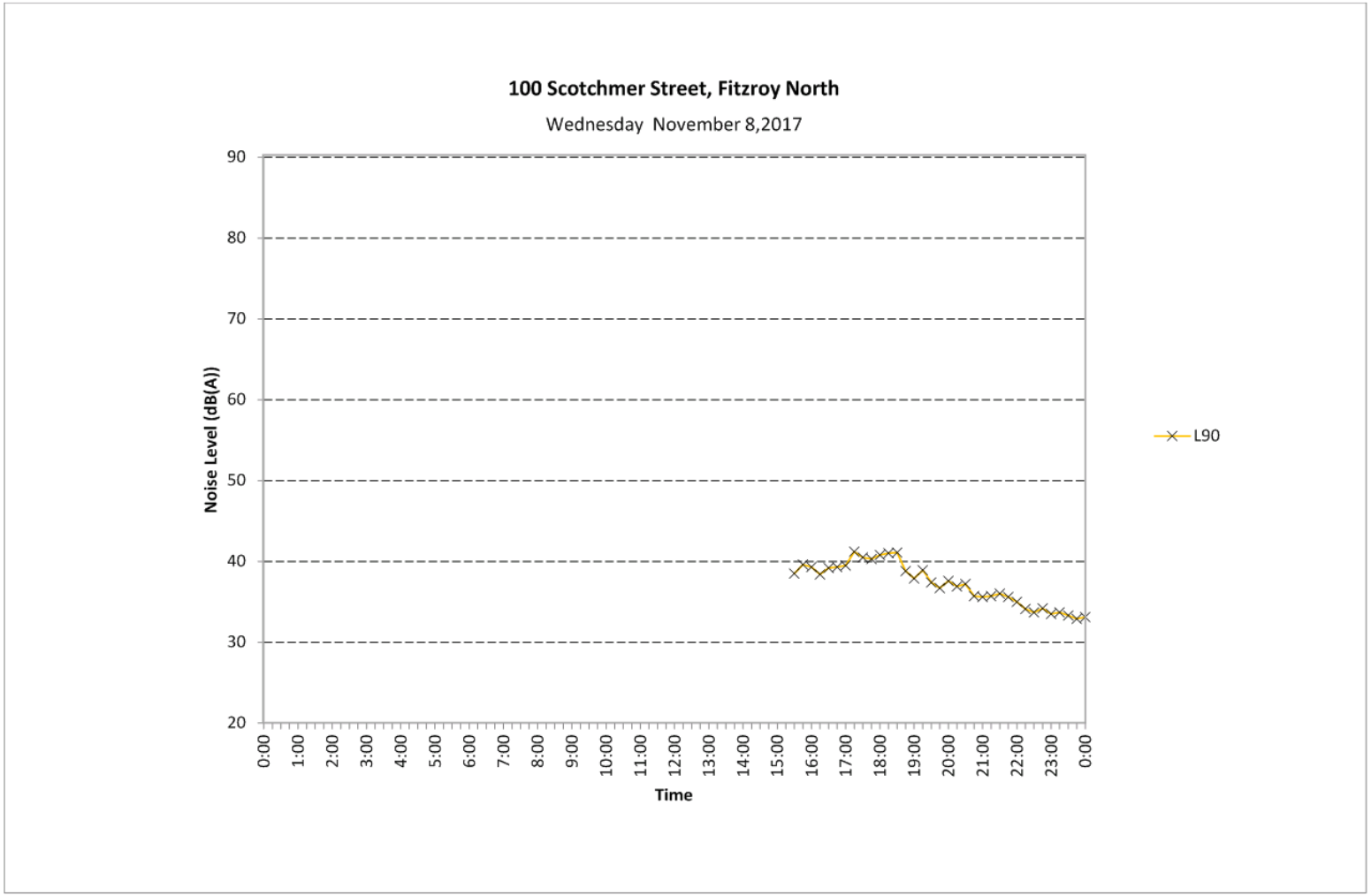


Johnny Zhang

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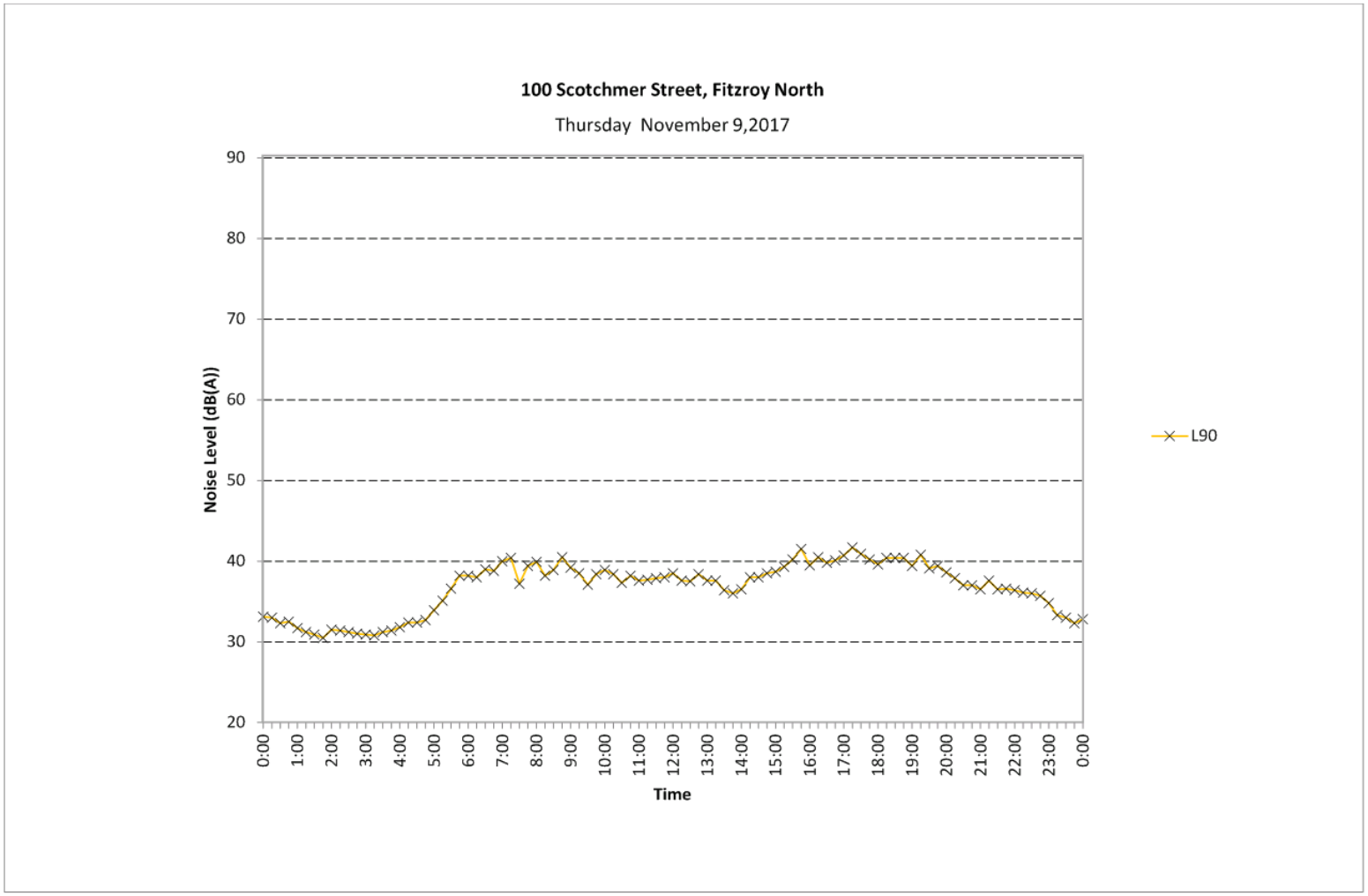
APPENDIX 1 – NOISE LOGGING DATA

Attachment 3 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Acoustic Report



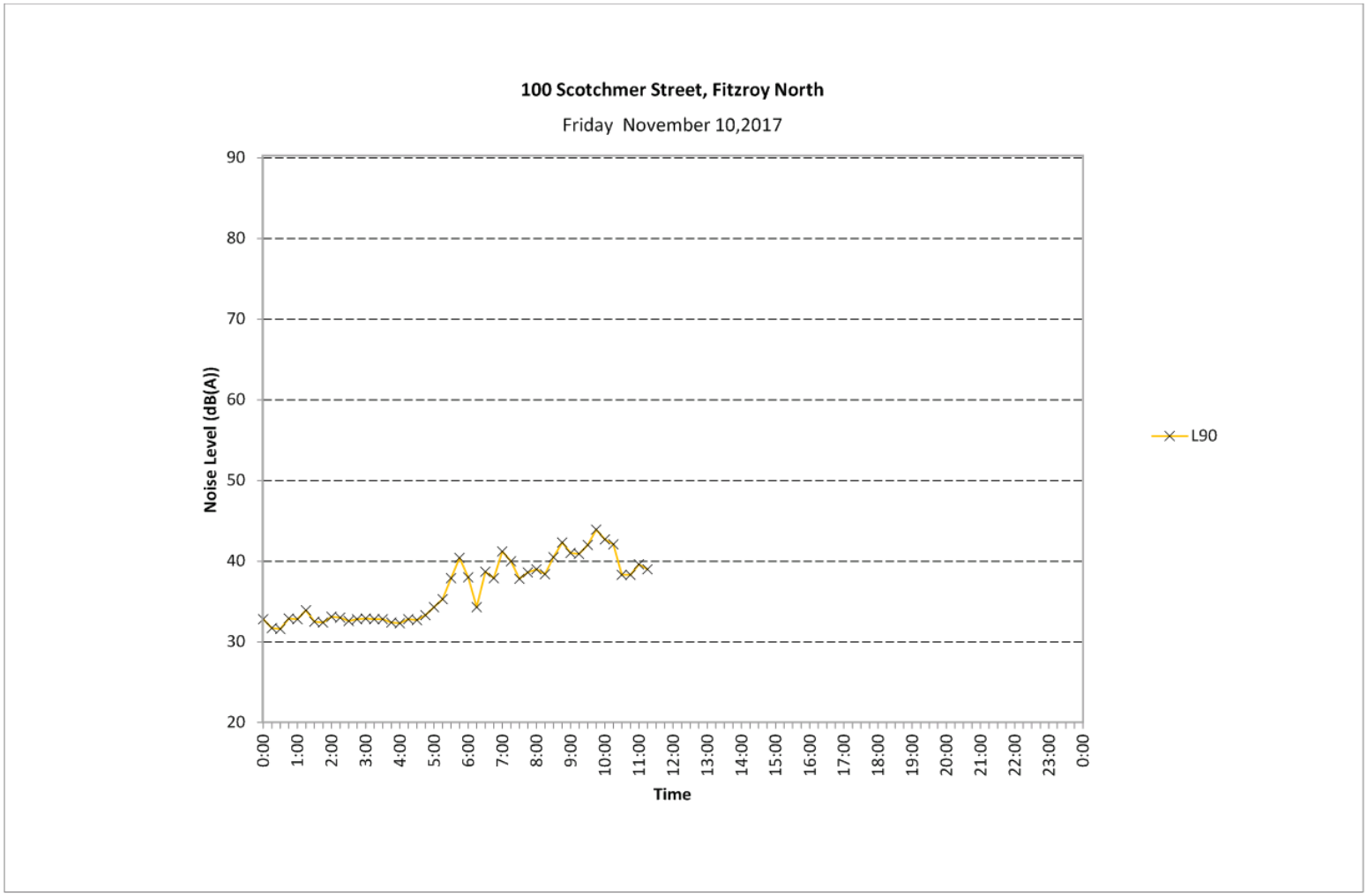
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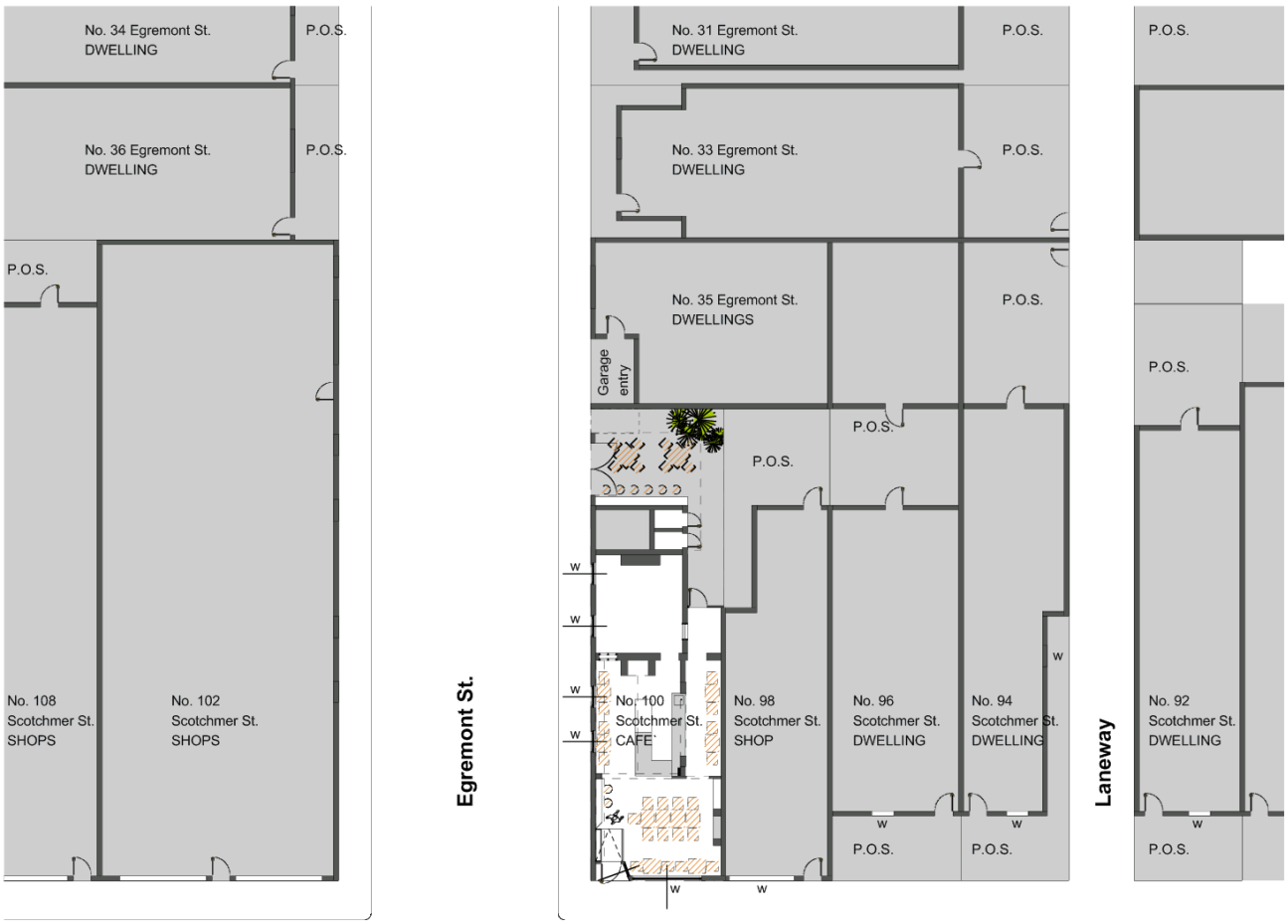
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100 Scotchmer Street_Sta_graphed.xls.xlsx

Attachment 4 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Plans



REVISIONS		ISSUE	
No.	Description	To	Date
A	Issued for review	Client	13.09.17
B	Issued for Planning permit	Council	20.09.17
C	Issued for Planning permit	Council	20.10.17

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abn: 93 251 835 690

Project
PROPOSED ALTERATIONS & ADDITIONS TO
100 SCOTCHMER ST
FITZROY NORTH, 3068

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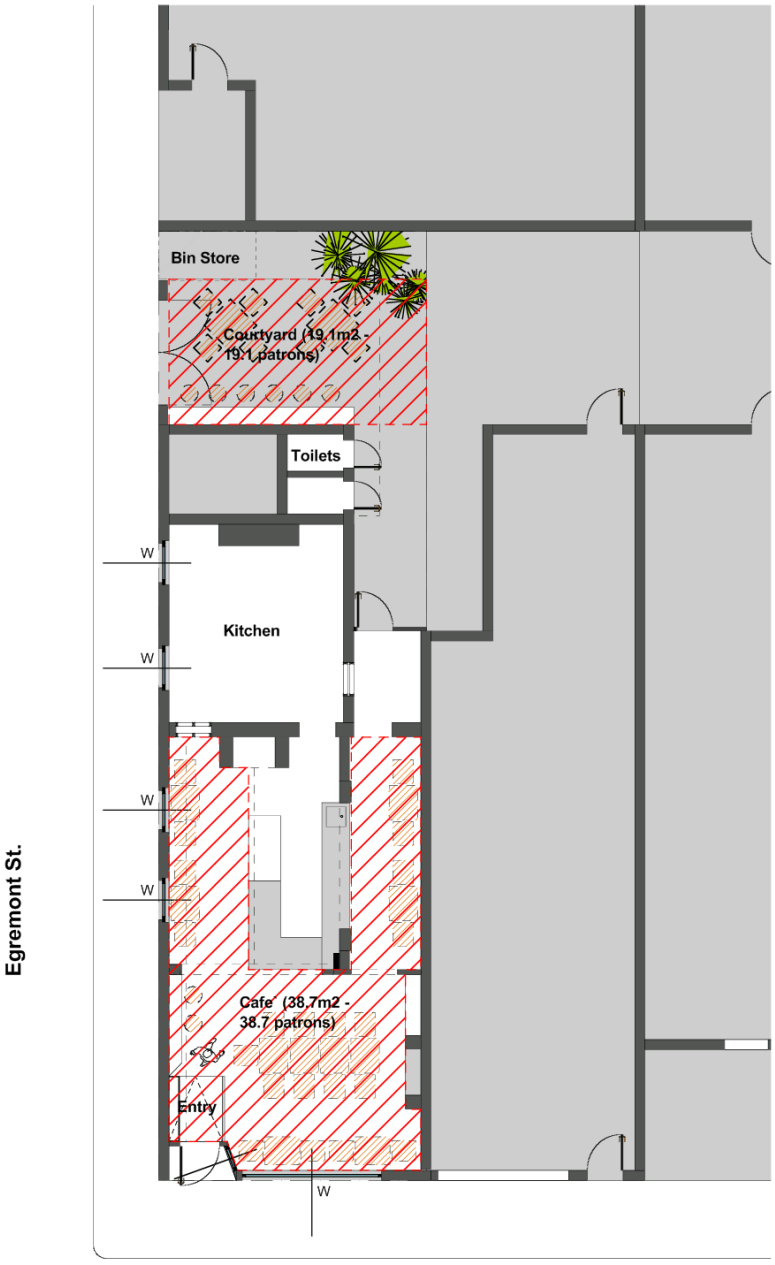
Drawing Title
PROPOSED SITE ANALYSIS PLAN

N

Drawn: SG
Scale: 1:200 @ A3
Date: 17/08/2017
Revision Date: 20/09/17

CONTRACTOR IS TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORK & SHOP DRAWINGS

Project Number	Drawing Number	Revision No.
P1704	TP01	C



Liquor to be sold and consumed within this area only

REVISIONS		ISSUE	
No.	Description	To	Date
A	Issued for review	Client	13.09.17
B	Issued for Planning permit	Council	20.09.17
C	Issued for Planning permit	Council	20.10.17

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Project
PROPOSED ALTERATIONS & ADDITIONS TO
100 SCOTCHMER ST
FITZROY NORTH, 3068

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Drawing Title
PROPOSED FLOOR/ SITE PLAN

N

Drawn: SG
Scale: 1:000 @ A3
Date: 17/08/2017
Revision Date: 20/09/17
Project Number: P1704
Drawing Number: TP02
Revision No: C

CONTRACTOR IS TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORK & SHOP DRAWINGS

Attachment 5 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - IDAC Attachment - Compliance Referral Comments

TO:	**Chris Stathis**
cc:	
FROM:	**Steve Alexander**
DATE:	**29/12/17**
APPLICATION:	**PL09/0904.01**
SUBJECT:	**Amenity Enforcement Referral**

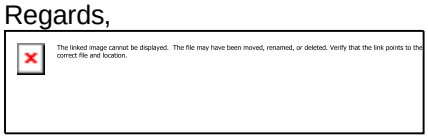
Dear Chris,

Thank you for your referral dated 19 December 2017 in relation to 100 Scotchmer Street, Fitzroy North.

The Compliance Branch has not received any recent complaints in relation to amenity concerns at the above addresses. Considering the hours proposed are between 8am-5pm (Sunday), 6.30am – 5pm (Mon-Wed) and no later than 10pm (Thurs-Frid-Sat) for a café with a maximum of 58 patrons the Compliance branch does not have any concern with the proposed liquor licence.

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

Regards,



Steve Alexander
Coordinator – Civic Compliance

Attachment 6 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - Advertising S52 - Building Surveyors Report

IBEX Building Consultants

Building Permits / Town Planning / Fire Safety / Construction Administration Services

a: PO Box 25 East Melbourne VIC. 8002 **p:** 0402 898 136 **e:** marks@Ibexbc.com.au **ABN:** 83 130 716 291

18 October 2017

Suzi D'Argenio
PO Box 558
North Carlton VIC 3054

Via email:- suzi.dargenio@bigpond.com

Dear Suzi,

Re: REQUEST FOR LIQUOR LICENCE REPORT
Site: 100 Scotchmer street Fitzroy North VIC 33068
Birichino Cafe

I refer to your application requesting the Liquor License Report (Occupancy Numbers) pursuant to Victorian Commission for Gambling and Liquor Regulation requirements.

The following outlines the population levels applicable to be public areas based on floor area / patron ratio calculations, number of existing sanitary amenities and a review of existing Occupancy Permit where available.

1.0 Floor Area Population Ratios Calculations

The floor area and population ratio calculations are based on a walk-through type inspection / measure and desktop audit of existing conditions drawing P1704 TP02A dated 13/09/2017.

Location	Floor Area m^2	Number Patrons
Café	38.7m^2	38.7
External Courtyard Dining	19.1m^2	19.1
	TOTAL	**57.8***

The calculations are based on a ratio of 1.0m^2 floor area per person*, for that part of the tenancy relating to the dinning entertainment/function areas accessible to the public and excludes back of house ancillary areas such as office, kitchen store and sanitary facilities.

*Ratio as requested by Yarra City Council

2.0 Sanitary Facilities

A number of sanitary facilities occur within the tenancy and under provisions of the Building Code of Australia 2016- Vo.1, the following numbers of patrons are deemed to be served by the existing identified sanitary facilities.

Gender	WC Pan	Urinal	Hand Basin	Number of Patrons
Male	1.0	Nil	1.0	25#
Female	1.0	Na	1.0	25
			TOTAL	**50**

#Based on combined WC pan and Urinal Use

Attachment 6 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - Advertising S52 - Building Surveyors Report

IBEX Building Consultants
Building Permits / Town Planning / Fire Safety / Construction Administration Services
a: PO Box 25 East Melbourne VIC. 8002 p: 0402 898 136 e: marks@lbexbc.com.au ABN: 83 130 716 291

3.0 Occupancy Permit Requirements

Review of council's records could not establish any relevant recent Occupancy Permit (issued within the preceding 7 years) for this building and therefore Occupancy Permit population numbers are not available.

Note that from review of the council records it would appear that the tenancy is currently undergoing internal changes [No change of use] as shown on submitted drawings used in this assessment.

Regards:-



Mark Schlueter
Building Surveyor – BSU-1324
0402 989 136

Note: This certificate is not evidence that the building, part of the building or building work listed above complies with the Building Act 1993 or the Building Regulations

Attachment 7 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - Advertising S52 - Current Planning Permit

Helping you understand your planning needs

CITY OF YARRA

PLANNING PERMIT

Permit No PL09/0904

Planning Scheme Yarra

Responsible Authority City Of Yarra

ADDRESS OF THE LAND

100 Scotchmer St North Fitzroy VIC 3068

THE PERMIT ALLOWS

For the purpose of the following, in accordance with the endorsed plan(s).

Use of the site (including the rear courtyard) as a food and drink premises (café), part demolition and buildings and works.

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

1. The use and development must accord with the endorsed plans. Any alterations must be approved by the Responsible Authority.
2. Any damaged road(s) and footpath(s) adjacent to the development site must be reinstated to the satisfaction of the Responsible Authority.
3. No more than 49 patrons are permitted to be on the premises at any one time. No more than 20 of the patrons are permitted to be within the courtyard at any one time.
4. No more than four staff may be present on the site at any one time
5. The use must only operate between the hours of Monday to Friday 7am to 5pm and Saturday and Sunday 8am to 5pm.
6. No external speakers are to be located within the courtyard. Noise in the courtyard must be limited to background noise only.
7. Noise emissions must comply with the State Environment Protection Policy or any other standard recommended by the Environment Protection Authority.
8. No emptying of bottles into garbage bins is permitted outside the operating hours of the café.
9. The amenity of the area must not be detrimentally affected by the use through:
   (a) The transport of materials, goods or commodities to or from land;

Date: 28 October 2010

Danielle Connell
Signature for the Responsible Authority

Planning and Environment Regulations 2005 No. 33 Form 4 Sections 63 and 86

Page 1 of 2

For more information call 9205 5555 or visit www.yarracity.vic.gov.au

Attachment 7 - PL09/0904.01 - 100 Scotchmer Street Fitzroy North - Advertising S52 - Current Planning Permit

(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.

10. Except with the written consent of the Responsible Authority, demolition or construction works must only be carried out between: 7.00 am - 6.00 pm, Monday-Friday (excluding public holidays) and 9.00 am - 3.00 pm, Saturday and public holidays. No work is to be carried out on Sundays, ANZAC Day, Christmas Day or Good Friday without a specific permit. All site operations must comply with the relevant Environmental Protection Authority's Guidelines on Construction and Demolition Noise.

11. This permit will expire if the development is not completed within six (6) months from the date of this permit. The Responsible Authority may approve extensions to this time limit if requests are made before the permit expires or within 3 months afterwards.

NOTE: This site is subject to a Heritage Overlay pursuant to the Yarra Planning Scheme. Unless hereby approved, a planning permit may be required for any demolition, re-painting or other external alterations, sandblasting, exterior works (including the installation of external airconditioning units, solar panels, and any other heating/cooling units) to an existing building or buildings, construction of a building or fence, changes to the natural topography of the land or the subdivision or consolidation of land.

NOTE: A building permit may be required before development is commenced. Please contact Council's Building Department on Ph. 9205 5351 to confirm.

NOTE: This premises may be required to comply with health safety regulations. Please contact Council's Public Health Unit on 9205 5166 for further information and advice.

Date: 28 October 2010

Danielle Connell
Signature for the Responsible Authority

Planning and Environment Regulations 2005 No. 33 Form 4 Sections 63 and 86

Page 2 of 2

1.4 PLN17/0868 - 231 Napier Street, Fitzroy - Demolition of the existing building to allow for the construction of a seven (7) storey building for dwellings and a reduction in the car parking requirement of the Yarra Planning Scheme.

Executive Summary

Purpose

1. This report provides Council with an assessment of Planning Permit Application No. PLN17/0868 which affects the land at 231 Napier Street, Fitzroy and recommends approval, subject to conditions.

Key Planning Considerations

2. Key planning considerations include:

    (a) Clause 15.01 – Urban Environment;
    (b) Clause 21.05-2 – Urban Design;
    (c) Clause 22.02- Development Guidelines for Sites Subject to the Heritage Overlay;
    (d) Clause 22.05 – Interface uses policy;
    (e) Clause 32.04 – Mixed Use Zone;
    (f) Clause 43.01 – Heritage Overlay;
    (g) Clause 52.06 – Car Parking;
    (h) Clause 52.34 – Bicycle Facilities; and
    (i) Clause 58 – Apartment Developments.

Key Issues

3. The key issues for Council in considering the proposal relate to:

    (a) Strategic context,
    (b) Built form and design;
    (c) Heritage;
    (d) Internal amenity;
    (e) Off-site amenity;
    (f) Car parking, bicycle parking, traffic; and
    (g) Objector concerns.

Objector Concerns

4. Eleven objections were received to the application, these can be summarised as:

    (a) Neighbourhood character - the development is not in keeping with the residential character of the street;
    (b) The height, bulk and scale of the building is excessive and the design lacks setbacks;
    (c) The development will diminish the visual prominence of the Fitzroy Town Hall and block views to the clock-tower;
    (d) The reduction in the car parking requirement will result in a significant impact on the on-street parking available and the surrounding street network;
    (e) Off-site amenity impacts including overshadowing and loss of outlook;
    (f) Property devaluation in the area;
    (g) On-site amenity including compromised light to lower level north-facing apartments; and
    (h) East side of Napier Street not shown on the submitted elevations – the inappropriate scale is therefore not shown.

Conclusion

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

CONTACT OFFICER: **John Theodosakis**
TITLE: **Senior Statutory Planner**
TEL: **9205 5307**

1.4 PLN17/0868 - 231 Napier Street, Fitzroy - Demolition of the existing building to allow for the construction of a seven (7) storey building for dwellings and a reduction in the car parking requirement of the Yarra Planning Scheme.

Trim Record Number: D18/90386
Responsible Officer: Senior Co-ordinator Statutory Planning

Proposal:	Demolition of the existing building to allow for the construction of a seven (7) storey building for dwellings, including a reduction in the car parking requirement of the Yarra Planning Scheme.
Existing use:	Single-storey office building
Applicant:	Tract Consultants Pty. Ltd.
Zoning / Overlays:	Mixed Use Zone / Heritage Overlay (HO334) / Environmental Audit Overlay
Date of Application:	13 October 2017
Application Number:	PLN17/0868

Planning History

1. There are no previous planning permits relevant to the current application.

Background

2. Planning Permit Application PLN17/0868 was received by Council on 13 October 2017. Following the submission of further information on 23 November 2017 the application was advertised on 18 December 2017. A total of eleven (11) objections were received.

3. A planning consultation meeting was held on 27 February 2018 and attended by one objector, the Applicant, a Councillor and Council Officers to discuss all issues and concerns raised in the letters of objection. The Applicant did not make any commitments to make changes, moreover the proposal, as originally submitted to Council, forms the basis of assessment and decision.

Existing Conditions

Subject Site

4. The subject site is located on the western side of Napier Street, between St David Street to the north and Moor Street to the south, in Fitzroy. The land gradient falls from the west to the east and the site is rectangular in shape, with a frontage to Napier Street of 12.8m and a depth of 30.7m, yielding an overall site area of approximately 393sq.m.

5. The subject site is developed with a large single-storey, rendered concrete office building setback approximately 2m from the eastern (front) boundary providing for garden areas, is constructed to the side boundaries for a length of approximately 24m and is setback approximately 4.8m from the western (rear) boundary where it provides three car parking spaces for the existing offie use.

6. There are no restrictive covenants or encumbrances detailed on the certificate of title submitted with the application. However, party wall easements exist along both northern and southern boundaries and a 1.5m wide drainage easement spans the length of western boundary at the rear and beyond that is a carriageway easement (not located on the subject site) that only bounds the site at the south-west corner. The subject site is a beneficiary to the carriageway easement.

Surrounding Land

7. The subject site and surrounding land are located in a precinct bordered by Brunswick Street to the west, Johnston Street to the north, Smith Street to the east and Gertrude Street to the south. Within this part of Fitzroy, the street layout is typically a grid configuration, varied only by industrial or institutional allotments. The area is predominantly residential in use, with more mixed use / business precincts flanking Brunswick, Smith, Gertrude and Johnston Streets. Dwellings tend to be one and two storeys in height, with taller forms comprised of three to five-storey apartment buildings, including large buildings associated with the public housing estate further south. The area is characterised by a mix of architectural styles from the Victorian, Edwardian and Interwar era, with intermittent post-war apartments, warehouse forms, commercial buildings and contemporary infill developments.

8. Whilst some sections of the west and east sides of Napier Street display consistent rows of single-storey, attached dwellings of the Victorian-era, the site has an immediate abuttal to the north and south with large, single-storey commercial buildings that have rendered concrete façades and large quantities of fenestration. Further north, at the north-west corner of the St David and Napier Street intersection is a part five and part six-storey apartment building that is constructed hard-edge to both streets.

9. The property beyond that to the south has been issued with planning permit no. PLN14/0849. This permit was issued on 24 June 2015 and allows for the *"demolition of the existing* (office) *building to allow for the development of the land with a five-storey building (for the purpose of dwellings), including a reduction in the car parking requirement of the Yarra Planning Scheme*". An extension to the life of this permit was granted on 28 July 2017 allowing the development to commence no later than 24 June 2018 and completed no later than 24 June 2020. The site is currently under construction.

10. Further south, is a four-storey apartment building (as permitted under planning permit no. PLN14/0023) and beyond that, at the north-west corner of Napier and Moor Streets, is the Whitlam Reserve which displays a vast grassed area and several trees. Opposite the reserve, at the north-east corner, is the Napier Hotel (located over 50m from the subject site). The hotel was built in 1913 and has been used as such for many years. The hotel is double-storey and is a large corner building constructed to the east, south and west boundaries with a beer garden and a bin storage area along the northern boundary.

11. At the south-west corner of Napier and Moor Streets is Fitzroy Town Hall (FTH), a 19th century building with a neo-classical frontage to Napier Street. The building is utilised for civic offices and a library. With the exception of the Police station occupying the south-west corner of the site, the Town Hall occupies the entire block that is defined by Napier Street to the west, Condell Street to the south, Young Street to the east and Moor Street to the north.

12. To the west of the subject site is a 6.4m wide vehicle access way / driveway (covered by a carriageway easement) with car parks located to the south and east (immediate rear of the subject site) of this, all associated with several buildings that front onto Moor, Young, St David and Napier Streets (including the subject site). The driveway is accessed from Young Street to the west and extends towards the north, terminating at St David Street. To the west of the driveway (approximately 7.5m away from the site), is a four-storey apartment block that fronts onto St David Street with several habitable room windows and balconies facing the site.

13. To the south of the driveway is an open-air car park associated with eight, attached brick veneer, double storey townhouses that front onto Moor Street.

14. To the east of the subject site, on the opposite side of Napier Street is a row of primarily single-storey, attached dwellings of the Victorian-era.

15. The site is located within 170m of the Brunswick Street Major Activity Centre (MAC) Street to the west and approximately 320m of the Smith Street MAC to the east. The site is also located within a 3km radius from Melbourne CBD.

The Proposal

16. The application seeks the demolition of the existing office building and the construction of a seven storey residential building for 18 apartments (two of which would be split level) and a reduction in the associated car parking requirement of the Yarra Planning Scheme.

17. The facets of the development can be summarised as follows:

Development

18. *Demolition*

(a) Demolition of the existing building in its entirety;

19. *Layout*

(a) Construction of a seven level building with a total of 18 apartments (6 x 1 bedroom, 8 x 2 bedroom, 4 x 3 (min) bedroom with 2 that would be split level i.e. over two levels) ranging in size between 66sqm and 222sqm;
(b) Pedestrian entry to the building via Napier Street;
(c) All apartments have terrace / balcony areas that would range between 8.7sqm and 35.8sqm;
(d) The apartments facing onto Napier Street are provided with additional courtyard / private open spaces of 3.9sq.m;
(e) Fourteen car spaces accommodated within a car stacker arrangement and accessed from the driveway to the west provided at the ground floor, together with 18 bicycle spaces and a bin store;
(f) The provision of 8 stores (storage cages measuring 5 cubic metres) in basement / sub-ground level;
(g) Central common stairwells with voids extending through the height building allowing daylight into the building;
(h) Lift providing access between the ground floor and Level 6;

20. *Heights and setbacks*

(a) The building height would be 17.7m at the Napier Street interface, stepping up to a height of 20m and up to a maximum building height of 23.7m (as measured above the natural ground level at the rear where the land gradient slopes);
(b) The building is setback between 1.8m and 2.7m from the eastern (front) boundary from the ground through to Level 5 with balconies that would extend into these setbacks;
(c) At Level 6 (i.e. top-most level), the building is setback 6.5m from the eastern (front) boundary with a balcony that would extend 2.16m into this setback;
(d) The building is constructed to the northern and southern boundaries for its full length from the ground through to Level 1, and for a length of 15m at a height of 20m and 10.77m at a maximum height of 20.5m (i.e. split in two sections due to the central stairwell / void);
(e) The top-most level (Level 6) is setback 600mm from both northern and southern boundaries;
(f) The building is setback 1.8m from the western (rear) boundary with balconies that extend into this setback;
(g) The proposed site coverage will be approximately 97%, with zero site permeability.

21. *Design detailing, colours and materials*

(a) The building adopts a contemporary design with concrete polished and "Bush-hammered" walls from the ground through to Level 5 and black stained timber walls to Level 6 and sand-blasted and stainless steel balustrades to the balconies that would curve at their underside and wrap into the curved concrete soffit edge;
(b) The eastern (front) and western (rear) elevations are punctuated with windows and balconies with sand-blasted and stainless steel balustrades;
(c) The western elevation provides textured glass behind the 1.7m high balustrades of each balcony at Levels 1, 2 and 3 for screening purposes;
(d) Void areas are cut through centrally through within the building, with screens located to limit direct views internally (between habitable room windows that face into the voids and walkways);

22. *ESD Features*

(a) The building achieves an average 7 star energy rating;
(b) Habitable rooms will have good access to daylight and ventilation;
(c) Operable windows and sliding doors will be provided providing good cross-ventilation opportunities;
(d) A 14000lt water tank connected and used for the purpose of flushing toilets within the building;
(e) Living areas will be provided with large areas of glazing, providing for extensive areas of natural light to the main activity areas within each dwelling;
(f) AC units and solar panels to the roof; and
(g) Wall-mounted, secure bicycle spaces (18) located internal to the building;

23. *Car parking and access*

(a) A reduction of 11 car spaces associated with the car parking provision of the Yarra Planning Scheme;
(b) Vehicle access from the driveway / carriageway to the west of the site;
(c) Excavation and construction of a sub-ground level providing a pit for the mechanical car stacker;
(d) A total of 14 car spaces provided in the form of a car stacker and the electronic shuffling of cars through mechanical means;
(e) A tilt door constructed of stainless steel to the garage; and
(f) Private waste collection (from Napier Street).

Planning Scheme Provisions

Zoning

Mixed Use Zone

24. The site is located within a MUZ, of which the purpose is:

(a) *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
(b) To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.
(c) To provide for housing at higher densities.
(d) To encourage development that responds to the existing or preferred neighbourhood character of the area.
(e) To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.

25. Under clause 32.04-2 of the Yarra Planning Scheme (the Scheme):

(a) no planning permit is required to use the site as dwellings.

26. Under clause 32.04-6 of the Scheme, a permit is required to construction two or more dwellings on a lot.

27. An apartment development of five or more storeys, excluding a basement, must meet the requirements of Clause 58.

28. 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. With no maximum height requirement outlined in the Schedule, there are no height restrictions within this zone.

Overlays

Heritage Overlay – Schedule 334 (South Fitzroy Precinct)

29. The subject site is located within a heritage overlay.

30. The purpose of the Heritage Overlay is:

(a) *to implement the State Planning Policy Framework and Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies;*
(b) to conserve and enhance heritage places of natural or cultural significance;
(c) to conserve and enhance those elements which contribute to the significance of heritage places;
(d) to ensure that development does not adversely affect the significance of heritage places; and
(e) to conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

31. Pursuant to Clause 43.01-1 a planning permit is required to construct and carry out works, including demolition.

Environmental Audit Overlay

32. Pursuant to Clause 45.03-1 it is a requirement of the Scheme that:

(a) *Before a sensitive use (residential use, child care centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:*
(i) A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or
(ii) *An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use*.

33. In the event a permit is to be granted, the above requirements will be included as a note on the permit.

Particular Provisions

34. Pursuant to clause 52.06-5 of the Scheme, the following car parking requirements apply to the development:

Land Use	Units/Area proposed	Rate	No. required	No. proposed	Reduction sought
Dwellings - Residents					

Land Use	Units/Area proposed	Rate	No. required	No. proposed	Reduction sought
1 bedroom 2 bedroom	6 8	1 space to each 1 or 2 bedroom dwelling;	14	**14**	8
3 bedroom	4	2 spaces to each three or more bedroom dwelling	8		
-Visitors		1 to every 5 dwellings	3	**0**	3
Total	18		**25 spaces**	**14**	**11**

35. The table above demonstrates that the proposed development has a statutory requirement to provide 25 car parking spaces, comprising 22 residential spaces and 3 residential visitor spaces.

36. The application is seeking a reduction of the above requirements, with a total of 14 car parking spaces being provided within a car stacker arrangement. Residents would be provided with 14 car spaces (i.e. there are no car parking spaces designated for visitors). The reduction being sought is for a total of 11 car spaces (equating to 8 resident spaces and 3 visitor spaces).

37. Clause 52.06-6 of the Scheme states that an application to reduce the number of car parking spaces required under clause 52.06-5 must be accompanied by a Car Parking Demand Assessment. A Traffic Engineering Assessment prepared by the TraffixGroup and dated August 2017 was submitted with the application.

Clause 52.34 – Bicycle facilities

38. The purpose of this clause is to encourage cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities. Clause 52.34-2 states that a permit may be granted to vary, reduce or waive any requirement of clause 52.34-3 and clause 52.34-4.

39. The following table provides a summary of the relevant bicycle requirement at Clause 52.34-3 of the Scheme:

Land Use	Units/Area proposed	Employee/Resident rate:	Visitor rate:	No. required
Dwellings - Residents	18 apartments	1 resident bicycle parking space for every 5 dwellings	1 visitor space for every 10 dwellings	3 resident. 1 visitor.
Total provided				**18 bicycle spaces**

40. The provision of 18 bicycle parking spaces on site would exceed the minimum statutory requirement.

41. The proposal is not required to include any showers or change room facilities specifically for cyclists.

<u>General Provisions</u>

Clause 65 – Decision Guidelines

42. The Decision Guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted.

Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State Planning Policy Frameworks, Local Planning Policy Frameworks and any Local Policy, as well as the purpose of the Zone, Overlay or any other Provision.

State Planning Policy Framework (SPPF)

Clause 11.02 – Urban Growth

Clause 11.02-1 – Supply of Urban Land

43. The objective is *"to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses."*

Clause 13.04-1 – Noise abatement

44. The objective of this clause is *"to assist the control of noise effects on sensitive land uses*."

Clause 15 – Built Environment and Heritage
Clause 15.01-1 – Urban design

45. The objective of this clause is *"to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity*."

Clause 15.01-2 – Urban Design Principles

46. 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*."

47. This clause outlines principles relating to context, the public realm, safety, landmarks, views and vistas, pedestrian spaces, heritage, consolidation of sites and empty sites, light and shade, energy and resource efficiency, architectural quality and landscape architecture. These principles will be addressed in the following urban design assessment.

48. 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).*
    (c) *Urban Design Charter for Victoria (Department of Planning and Community Development 2009).*

Clause 15.01-4 – Design for safety

49. The Objective of this Clause is *"to improve community safety and encourage neighbourhood design that makes people feel safe*."

Clause 15.01-5 – Cultural identity and neighbourhood character

50. 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

51. 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 16.01-2 – Location of residential development

52. 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

53. 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."*

Clause 16.01-4 – Housing diversity

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

Clause 16.01-5 – Housing affordability

55. The objective of this clause is *"to deliver more affordable housing closer to jobs, transport and services."*

Clause 18 – Transport

56. This clause provides a range of objectives to reduce private motor vehicle usage and encourage the use of public transport, cycling and walking. This in turn, will reduce pressure on road networks. In particular, clause 18.02-1 encourages sustainable personal transport, including walking, cycling and public transport.

Local Planning Policy Framework (LPPF)

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

Clause 21 – Municipal Strategic Statement (MSS)
Clause 21.04 – Land use

Clause 21.04-1 – Accommodation and Housing

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

(a) Objective 1 - To accommodate forecast increases in population.
(b) Objective 2 - To retain a diverse population and household structure; and
(c) Objective 3 - To reduce potential amenity conflicts between residential and other uses.

Clause 21.05 - Built Form
Clause 21.05-1 – Heritage

59. The relevant Objectives of this Clause are:

(a) *Objective 14 To protect and enhance Yarra's heritage places.*
    (i) Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.
    (ii) Strategy 14.2 Support the restoration of heritage places.
    (iii) Strategy 14.3 Protect the heritage skyline of heritage precincts.
    (iv) Strategy 14.4 Protect the subdivision pattern within heritage places.
    (v) Strategy 14.5 Protect the significant landscape and heritage within streets, parks, gardens, waterways or other open spaces.

(vi) Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.
(vii) Strategy 14.8 Apply the Development Guidelines for sites subject to a Heritage Overlay policy at clause 22.02
(viii) *Strategy 14.9 Apply the Landmarks and Tall Structures policy at clause 22.03*

Clause 21.05-2 – Urban design

60. The relevant Objectives of this Clause are:

(a) *Objective 16 - To reinforce the existing urban framework of Yarra:*

(i) Strategy 16.2 Maintain and strengthen the preferred character of each Built Form Character Type within Yarra.

(b) *Objective 18 - To retain, enhance and extend Yarra's fine grain street pattern;*

(c) *Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric* through the application of the following relevant strategies:

(i) Strategy 20.1 Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.
(ii) Strategy 20.3 Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.

Clause 21.05-4 – Public environment

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

(a) *Objective 28 - To a provide a public environment that encourages community interaction and activity:*

(i) Strategy 28.1 Encourage universal access to all new public spaces and buildings.
(ii) Strategy 28.2 Ensure that buildings have a human scale at street level.
(iii) Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment.
(iv) Strategy 28.5 Require new development to make a clear distinction between public and private spaces.
(v) Strategy 28.8 Encourage public art in new development.
(vi) Strategy 28.9 Apply the Public Open Space Contribution policy at clause 22.12.

Clause 21.06 – Transport
Clause 21.06-1 – Walking and cycling

62. 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:*

(i) Strategy 30.2 Minimise vehicle crossovers on street frontages.

(b) *Objective 32 - To reduce the reliance on the private motor car:*

(i) Strategy 32.1 Provide efficient shared parking facilities in activity centres.

(ii) Strategy 32.2 Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.

(c) *Objective 33 - To reduce the impact of traffic:*

(i) Strategy 33.1 Ensure access arrangements maintain the safety and efficiency of the arterial and local road network.

Clause 21.07-1 – Environmentally sustainable development

63. The relevant objective of this clause is:

(a) *Objective 34 To promote ecologically sustainable development* that has the following strategy*:*

(i) Strategy 34.1 Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation.

Clause 21.08-7 - Neighbourhoods (Fitzroy)

64. This clause describes the area in the following way (as relevant):

(a) *Fitzroy is a mixed commercial and residential neighbourhood notable for the consistency of its Victorian streetscapes. It comprises a dense combination of residential areas, shopping precincts and commercial/ industrial activities.*

65. Relevant built for strategies include:

(a) *Ensure that development does not adversely affect the significance of the heritage place.*
(b) *The implementation of built form strategies in clause 21.05 includes:*

(i) Supporting development that maintains and strengthens the preferred character of the relevant Built Form Character type.
(ii) *Encouraging the redevelopment of the following strategic re-development sites in a way that contributes positively to the urban fabric and public domain of Yarra, and, where subject to the Heritage Overlay protects the heritage of the site and of the area.*

Relevant Local Policies

Clause 22.02 - Development Guidelines for Sites Subject to the Heritage Overlay

66. 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 the adaption of heritage places is consistent with the principles of good conservation practice;*
(g) *to ensure that additions and new woks to a heritage place respect the significance of the place;*
(h) *to encourage the retention of 'individually significant' and 'contributory' heritage places; and*
(i) *to protect archaeological sites of cultural heritage significance*.

67. This Policy refers to an incorporated document (*City of Yarra Review of Heritage Overlay Areas 2007*), which identifies the level of significance for all buildings/sites within the Heritage Overlay. Specifically, the subject site is nominated as having a 'not-contributory' value to the South Fitzroy Heritage Precinct.

Clause 22.02-5.7 - New Development, Alterations or Additions
Clause - 22.02-5.7.1 General

68. Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:

(a) *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape;*
(b) *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place;*
(c) *Be visually recessive and not dominate the heritage place;*
(d) *Be distinguishable from the original historic fabric;*
(e) *Not remove, cover, damage or change original historic fabric;*
(f) *Not obscure views of principle façades;* and
(g) *Consider the architectural integrity and context of the heritage place or contributory element.*

69. *Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.*

70. *Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.*

Clause 22.05 – Interface Uses Policy

71. This policy applies to applications for use or development within Mixed Use Zones (amongst others).

72. The relevant objective of this clause is *"to enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes*."

73. This policy outlines recommendations for dwelling design to incorporate measures to protect future residents from noise, fumes, vibration, light spillage and other likely disturbances in the realisation that whilst inner-city living creates vibrant and active communities, the mix of land uses can sometimes create conflict. The policy 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 22.03 – Landmarks and Tall Structures

74. The Municipal Strategic Statement (MSS) identifies the importance of landmarks and tall structures to the built form of the City. The MSS seeks to retain important landmarks and icons which contribute to the identity of the City and to maintain view lines to key landmark sites. This Policy responds to the MSS by identifying key valued landmarks.

75. The objective under this clause is *"to maintain the prominence of Yarra's valued landmarks and landmark signs."*

76. Clause 22.03-4 of the Scheme states: *New buildings within the vicinity of the following landmarks should be designed to ensure the landmarks remain as the principal built reference* (as relevant)*:*

    (a) *Clock tower of Fitzroy Town Hall*; and
    (b) *Spire of St Marks Church, George Street, Fitzroy*

    Clause 22.12- Public Open Space Contribution

77. The objectives of this clause are:

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

78. The subject site is in an area where land in lieu of cash is the preferred method of public open space contribution (area 3121B). Given the size of the site, a land contribution will not be practical and therefore a cash contribution will be requested instead.

    Clause 22.16 - Stormwater Management (Water Sensitive Urban Design)

79. This policy applies *to new buildings* and has an objective *"to promote the use of water sensitive urban design, including stormwater re-use."*

    Clause 22.17 - Environmentally Sustainable Design

80. 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.

Advertising

81. The application was advertised in accordance with Section 52 of the *Planning and Environment Act* 1987 [the Act] by way of 85 letters sent to the surrounding property owners/occupiers and one sign displayed along the Napier Street frontage.

82. Eleven (11) objections were received to the application and these can be summarised as:

    (a) Neighbourhood character - the development is not in keeping with the residential character of the street;
    (b) The height, bulk and scale of the building is excessive and the design lacks setbacks;
    (c) The development will diminish the visual prominence of the Fitzroy Town Hall and block views to the clock-tower;
    (d) The reduction in the car parking requirement will result in a significant impact on the on-street parking available and the surrounding street network;

(e) Off-site amenity impacts including overshadowing and outlook;
(f) Property devaluation in the area;
(g) On-site amenity including compromised light to lower level north-facing apartments; and
(h) East side of Napier Street not shown on the submitted elevations – the inappropriate scale is therefore not shown.

Referrals

External

83. The proposed development does not trigger referral to any external authorities under the requirements of the Yarra Planning Scheme.

Internal

84. The application was referred to the following units within Council:

(a) Urban Design (Internal);
(b) ESD advisor;
(c) Heritage Advisor;
(d) Traffic Engineering Unit; and
(e) Services and Contracts Unit.

85. Referral comments have been included as attachments to this report.

OFFICER ASSESSMENT

86. The following key issues and policies will be used to frame the assessment of this planning permit application:

(a) Strategic policy support;
(b) Heritage, built form and design;
(c) Clause 58;
(d) Off-site amenity;
(e) Car parking and traffic;
(f) Objector concerns.

Strategic policy support

87. State and local planning policies are consistent in outlining that the subject land is located in an area where an increased intensity of development is encouraged. The context of the site; within the MUZ, close location to the Brunswick Street Major Activity Centre (MAC) and proximity to the CBD, creates an excellent opportunity for increased residential densities and higher built form.

88. The MUZ specifically identifies the purpose of the land as an area where higher residential density developments are anticipated and expected and whilst this development would provide only dwellings, the area already contains a good mix of uses with the Brunswick Street MAC within easy walking distance. Further, Clause 11.01 states that planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and social facilities.

89. The dwellings would provide increased housing opportunities consistent with Clause 11.01 and Clause 16.01-2, which seeks to encourage new housing with good access to services and transport. This outcome is also encouraged by Clause 18.02 of the Scheme.

The site is within walking distance to trams along Brunswick and Smith Streets and is within proximity to trams along Gertrude Street, Nicholson Street and Victoria Parade, including buses along Johnston Street to the north. The site has excellent access to shops, restaurants, community facilities and supermarkets. The proposal will result in efficient use of existing infrastructure, consistent with Clause 21.04-1 of Council's MSS.

90. The application includes dwellings while avoiding unreasonable amenity impacts (that will be further reduced as a consequence of deleting one level), as will be assessed in detail later in this report. To guide the process of redevelopment and urban renewal of the subject site and surrounding land, a range of built form controls apply to the land. The eleven design principles outlined within *Clause 15.01 Urban Environment* and the *Urban Design Guidelines for Victoria* (2017) will be used to assess the appropriateness of the built form along with *clause 58* (to assess on and off-site amenity impacts).

Heritage, built form and design

91. The relevant permit trigger for the development is the MUZ, and the primary considerations for the proposed development are the decision guidelines at clause 32.04-13 of the Scheme. Furthermore, the urban design assessment for this proposal is guided by State and Local policies at *Clause 15.01-2 Urban design principles* and *Clause 21.05 Urban design*.

92. These provisions and guidelines seek a development that responds to the existing or preferred neighbourhood character and provides a contextual urban design response reflective of the aspirations of the area. Particular regard must be given to the context, height and massing, relationship to adjoining buildings, energy efficiency and architectural quality. These matters, and others, will be assessed in turn below.

93. In order to understand the neighbourhood character context, clause 21.08 of the Scheme describes the built form character of specific neighbourhoods. Relevant to this section of Fitzroy is clause 21.08-7, which identifies the character of Fitzroy as deriving from that of the heritage precinct in which it is located.

94. As heritage and neighbourhood character are not mutually exclusive in this instance, some cross-over between discussion between heritage and neighbourhood character will be offered in the following assessment.

95. However, in terms of the Heritage Overlay, before any assessment of the proposed additions can be made, it is important to establish whether the proposed full demolition of the existing office building is appropriate. An assessment of this is provided as follows:

Demolition

96. The building on site has been graded as having 'not-contributory' value to the wider South Fitzroy Heritage Overlay Precinct (HO334). In terms of demolition, Clause 22.02 supports the demolition of "not-contributory" buildings subject to an appropriate replacement building. The application was referred to Council's Heritage Advisor who raised no concerns with the extent of demolition proposed but raised some concerns with the replacement building (which will be discussed under the following heading).

Context

97. When it comes to considering the acceptability of the proposed development in relation to the existing neighbourhood character, it is necessary to evaluate the existing and emerging built form of the surrounding area. As detailed in the site and surrounds section of this report, the subject site is located in a pocket of mixed land uses and varying levels of built form, including new developments that have introduced new building heights of 4 and 5 storeys equating to maximum building heights of between 14.2m and 16.2m to Napier Street (with the latter under construction) further south.

These new building heights are also required to be considered and will inform the height most appropriate to the site, combined with comments provided by Council's Urban Design Unit and Heritage Advisor.

98. The subject site is located in a former pocket of warehouse and factory buildings, with some buildings having been converted into residential apartments, and/or office buildings. Buildings to the west of the subject site are generally taller than other parts of Yarra and ranging between two-five storeys. Those immediate to the north and south are single-storey but are likely to be developed in the future with further residential developments, in keeping with the emerging trend evident and as a consequence of new surrounding built form, including that to the west and opposite the subject site.

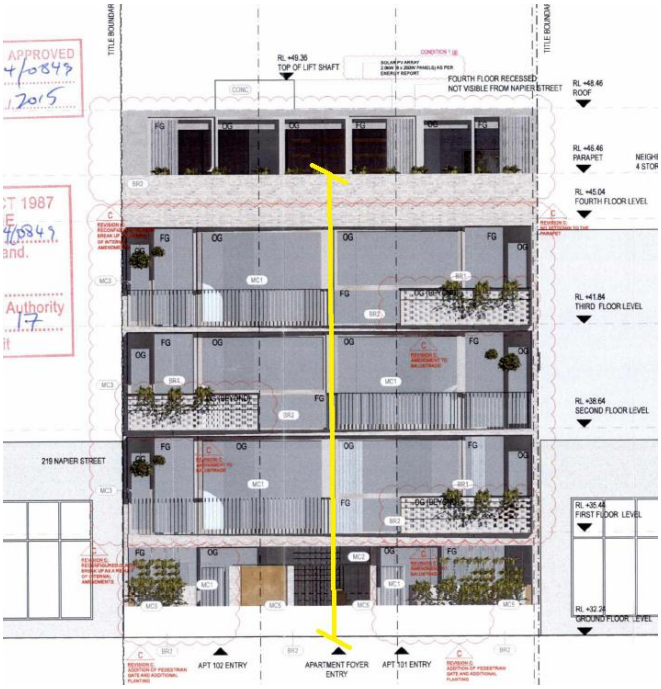
99. With this context in mind, it is clear that the subject site is strategically located with an opportunity for higher density redevelopment but with a balancing restriction affecting the site in the form of the Heritage Overlay, with policy at clause 22.02 of the Scheme seeking to preserve the scale and pattern of streetscapes in heritage places. This is also supported by Objective 14 of the MSS, which requires development to protect and enhance Yarra's heritage places via Strategy 14.6, which aims to protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within heritage places and from adjoining areas.

Height and setback

100. On the issue of height, Council's heritage advisor stated that *the preferred height on this site is a 4 storey street wall*. This was because this wall height would align with the development south of the immediate adjoining property currently under construction (planning permit no. PLN14/0849). It was also deemed that *five levels with a deep setback to make the top level not visible from the immediate streetscape is the maximum which this site and this streetscape can accommodated before it is adversely affected.*

101. Council's Urban Designer is also unsupportive of the proposed 17.7m wall height to the street and recommended a height of 14.2m to be consistent with developments approved beyond the adjoining property to the south.

102. The application proposes a street wall height of 17.7m to Napier Street. This is 3.5m greater in height than the street wall / or immediate façade abutting the eastern (front) boundary of the development currently under construction beyond the adjoining property to the south (at No. 223 Napier Street). The approved building on that site measures 14.2m above natural ground level to the highest point of the textured brickwork at the fourth floor (as shown in the diagram below with a yellow line):



103. With the comments provided by both Council's Heritage Advisor and Urban Designer in mind, the relationship between the building approved at No. 223 Napier Street and the proposed building, requires some improvement. It is considered that changes to the building height can be easily facilitated with a condition requiring the deletion of one level. A condition will specifically require the deletion of a level below that of Level 5 and Level 6 given the built form above that is recessive from the street. This design change will reduce the wall height (immediate abutting built form on the front (eastern) boundary) by 3.2m and will provide a height of 14.5m as measured above the natural ground level (i.e. 300mm taller as opposed to 3.5m) on the boundary to the highest point of the balustrade associated with the new Level 4. The two upper most levels (i.e. current Levels 5 and 6 as identified on the plans) are recessive and would be setback 2.7m and 6.6m and would therefore provide a clear separation from the reduced street wall height (hence the reason that deleting one level below these two levels is the preferred option).

104. Whilst a condition requiring the deletion of one level does not fully address the building height of five storeys recommended by Council's Heritage Advisor and Urban Design Unit, it would reduce the overall building height to six storeys and it would be consistent with recent planning approvals on adjoining lots. The reduced height will also strike a reasonable balance by providing a transition of one-storey with the five-storey building approved at property No. 223 Napier Street to the south.

105. It is acknowledged that to the immediate north of the subject site is single storey built form. The proposed development would present a level of height greater in comparison to the single-storey commercial buildings to the immediate north and the fine grain residential developments along the eastern side of Napier Street. However, as is evident, the subject site is surrounded by higher built form.

106. The condition deleting one floor level would produce a better relationship with the four-storey apartment block that fronts St David Street to the west given the separation distance produced by the carriageway easement, rear interface (as opposed to a street interface) and height transition of two-storeys (in lieu of three as currently proposed). The building would be located opposite a non-sensitive interface to the north, being the roof space of the adjoining single-storey commercial building. Similarly to the south, this is a transition far greater than the building to the north, but when read together with the part five and part six-storey height at the north-west corner of the St David and Napier Street intersection, it is considered that the surrounding area can readily absorb this transition.

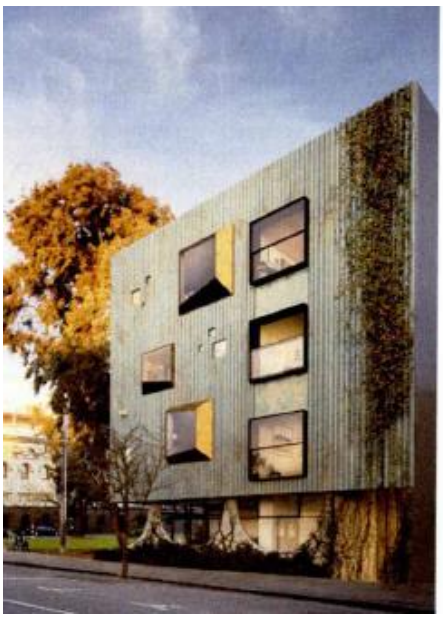
More importantly is the immediate height transition between residential apartment buildings and the evident emerging character with that provided by built forms approved to the south (as opposed to the commercial less sensitive buildings).

107. Acknowledging the views of the northern elevation of the proposed building from the north (across single storey built form), the visual massing across the northern interface has been appropriately addressed. The stairwell / voids located centrally and opposite the boundary provides a break in the building and there is a textured finish to the walls and a delineation of the levels as a result of the concrete polished finish to the edging of the concrete panels. A condition will require the services on the roof of the building to be appropriately screened from public view to further enhance the presentation of the building. It is important to note that the on-boundary walls and location of voids and stairwells provide appropriate equitable development opportunities for the adjoining sites to the immediate north and south of the site.

108. The fine grain residential developments located opposite, on the eastern side of Napier Street, are removed from the subject site. Additionally, the Napier Hotel is located at the north-east corner of the intersection of Moor and Napier Streets (i.e. approximately 54.7m to the south-east) and the Fitzroy Town Hall is located approximately 87m to the south. To the immediate north and south are large, single-storey commercial buildings unlikely to be maintained in their current form and hence, the site is considered capable of being developed with a more robust architectural response.

Architectural quality

109. Council's Urban Designer commented that the materials and finishes proposed are of high quality but raised concern with the design in that it would be distinctly different from the developments approved to the south of the adjoining property. However, the two developments approved to the south of the adjoining property (i.e. at property Nos. 219 and 223 Napier Street) are both distinctly different, which is considered to positively contribute to the visual experience of the street. The image below identifies the development approved at property No. 219 Napier Street that evidently is distinctly different from the development approved and under construction at property No. 223 Napier Street.



110. It is also worth highlighting that the Tribunal (*Owners Corporation PS 421649U v Yarra CC* [2015] VCAT (30 March 2015)) in deliberating concerns relating to architectural compatibility is quoted in the VCAT order as follows at paragraphs 14 and 16:

111. [14] *In relation to architectural compatibility the Tribunal again affirms that planning is concerned with architecture only in the broad sense. It is a relevant planning consideration whether the architecture is good, bad or indifferent, but beyond this the Tribunal will not arrogate to itself the role of an architectural critic. In this case the Tribunal is satisfied that the architecture of the proposed development has been carefully thought out and is entirely satisfactory.*

112. [16] *This is precisely the type of architectural debate that the Tribunal should not seek to arbitrate. There may well be legitimate arguments around the coffee tables of architecture faculties for and against the deletion of the inverted arched openings, but in the absence of this issue having an impact in a town planning sense the proponent of the development should be able to proceed with the design that it prefers.*

113. With the above in mind, the detailing and design of the building is considered to provide an appropriate design response to the street. Council's Heritage Adviser also commented and sought clarity on the application of each material in the design of the building and further suggested that *"no timber is to be used where it is exposed to weathering and no stained timber is used*." A condition will require the submission of a schedule of materials and whilst Council's Heritage Advisor recommended not using a timber finish (because of its weathering) this is a commonly used and with proper maintenance, is an acceptable material.

Energy and resource efficiency

114. The proposed development is considered to meet the provisions of clause 15.01-2 of the Scheme given the following:

    (a) The building would achieve an average 7 star energy rating;
    (b) Habitable rooms will have good access to ventilation;
    (c) Operable windows and sliding doors will be provided providing good cross-ventilation opportunities;
    (d) The building will be provided with a 14000lt water tank that would be used for the purpose of flushing toilets;
    (e) Living areas will be provided with large areas of glazing, providing for extensive areas of natural light to the main activity areas within each dwelling;
    (f) The installation of solar panels and AC units to the roof; and
    (g) The provision of 18 bicycle spaces.

115. Council's ESD advisor raised concerns in relation to the levels of daylight to the bedrooms that face into the internal private spaces / voids and stairwells of the building. However, the development is restricted by its orientation, surrounding built-form and the equitable development opportunities of surrounding sites. These are factors that must be considered and tempered with when considering design matters relating to energy efficiency in an inner city context. The apartments benefit far greater from orientating main living quarters to the street and / or the rear (where there is a driveway) in terms of access to daylight.

116. The design response includes centrally located voids designed to provide some daylight into bedrooms of dwellings. Whilst not ideal, given that 37% of the total number of bedrooms would be provided with daylight greater than 0.5% to 90% of their floor area, the site context conditions and orientation has largely determined this layout. According to daylight modelling, the living quarters of each apartment will receive excellent levels of daylight as these areas would be located to the west and east, opposite the driveway and carriageway easement, and Napier Street, respectively. The west-east orientation of the site, its depth, and location and abuttal to surrounding commercial properties (with a high probability of future development to a similar scale), including deletion of one level that will further improve internal daylight access, have predetermined the locations of windows and as such, this is acceptable. A condition will require further daylight modelling as part of a revised Sustainable Management Plan (required to reflect the reduced building height).

117. Council's ESD Advisor's recommendations to improve the energy performance of the building through the provision of external fixed or adjustable shading devices to the west and east facing balconies and provision of a larger solar PV array to cover 100% of common area electricity will be addressed with conditions. However, in relation to the provision of extensive landscaping and communal spaces for the residents such as a communal garden, these elements are not critical to the design and will not be adopted given the sites location on a leafy street and proximity to the Whitlam Reserve.

118. Through the incorporation of the above-mentioned conditions, it is considered that the proposal will achieve a good level of environmentally sustainable design and appropriate internal amenity for future occupants. This satisfies a number of clauses including Clauses 15.02-1, 18.02-1 and 21.07 of the Scheme, including Clause 22.17 Environmentally Efficient Design of the Scheme.

Light and shade

119. In similar vein to the development at No. 223 Napier Street, from 9.00am to 12 noon, the development will increase the shadows cast over the driveway and onto the building opposite, the carriageway easement and open car parking area to the west. From 12 noon to 3pm the shadows would be cast over the roof, the open air car spaces and within the front setback of the adjoining property to the south and over the public domain of Napier Street. Given the shift in the shadows cast and their progression throughout the day, the development will not unreasonably impact the public realm.

Street and public space quality

120. The ground floor terraces and the balconies / terraces at the upper levels, including the level of fenestration would provide for an active frontage to the street, while also increasing passive surveillance to the area, particularly to Napier Street.

Landmarks, views and vistas

121. The Fitzroy Town Hall is located approximately 87m to the south from the subject site and St. Mark's Church is located 126m to the east.

122. The policy direction under clause 22.03 (Landmarks and Tall Structures) of the Scheme outlines that development should maintain the prominence of Yarra's landmarks (i.e. the FTH clock-tower and the spire of St Mark's Church on George Street). The clock-tower is located approximately 113m to the south of the subject site and as such its prominence and views to it would be unaffected by the proposed development.

123. Furthermore and as quoted in the previous report to IDAC relating to the development at No. 223 Napier Street, *the Tribunal (Owners Corporation PS 421649U v Yarra CC [2015] VCAT (30 March 2015)) in deliberating concerns relating to Yarra's landmarks with particular regard to the development at No. 219 Napier Street (approved under planning permit no. PLN14/0023) stated at paragraphs 11 and 12:*

124. *[11] The Tribunal adopts with respect the views expressed by the Tribunal in Celic v Yarra CC[3] in relation to the policy expressed in the Yarra Planning Scheme "to maintain the prominence of Yarra's valued landmarks and landmark signs. The Tribunal adopted what was said in the Dimmeys case:*

    (a) *The policy does not require there to be no visible structure near the landmark but rather that the landmark tower remain "the principal built reference".*

(b) *The policy was not intended to preserve and protect every possible view of the landmark from public spaces.*
(c) *Key or important views need to be carefully dealt with, not every incidental view.*
(d) *Not all views of the landmark are of equal work.*

125. *[12] The Tribunal considers that the medium scale built form of the proposed development and its distance from the Town Hall are such that interference with the views of the Town Hall will be minimal. The views that now exist from the relevant view shed are at present transitory and of minor importance. The interference with these views certainly does not warrant rejection of the proposal.*

126. With the above in mind, the same is said in relation to the proposal with regard to its relationship to the clock tower of the Fitzroy Town Hall the spire of St Marks Church.

127. As previously identified in relation to the development approvals to the south (quoted from the previous Officer's report in relation to the development approval at property no. 223 Napier Street), *policy direction for protection of views to identified landmarks such as the clock-tower and the church spire is not to be construed to the point where all views are attributes the same level of protection. In this particular scenario, it is considered that the views along Napier Street (from north-to-south) are the relevant/significant views of the clock-tower as opposed to any line of site from the north, through and above any number of properties, and through the driveway and carriageway easement to the west.*

128. The policy does not direct that all views must be protected and with the retention of the majority of existing views from Napier Street, it is considered that the visibility of the clock-tower would not be unreasonably diminished by the development.

Landscape architecture

129. There is no landscaping proposed but this is characteristic of other recently approved residential developments in the surrounding area and this design response is considered acceptable for the site context and zoning. That said, fronting the street at ground level will be the secluded private space associated with two dwellings which is consistent with the lower scale residential properties in the area.

Clause 58

Standard D1 – Urban context

130. The purpose of this standard is to ensure that the design responds to the existing urban context or contributes to a preferred future development of the area. These aspects have been discussed in detail earlier within this report, with the proposed building considered to be an acceptable response within the existing and emerging character of the neighbourhood subject to the deletion of one level and subsequent reduction in height.

131. The additional built form will responds to the features of the site and the surrounding area, with the developments approved south of the immediate adjoining property with direct interfaces to tall built forms to the west and south, and commercial buildings with 100% site coverage. The Standard is met.

Standard D2 – Residential Policies

132. As outlined within the Strategic Policy section of this report, the proposed development has strong policy support under the purpose of the MUZ and local policies of the Scheme. The site can clearly support higher density residential development, based on its proximity to public and community infrastructure and services. The Standard is met.

Standard D3 –Dwelling diversity

133. The proposal would provide a good combination of one, two, three and four bedroom dwellings. The Standard is met.

Standard D4 - Infrastructure

134. The proposal is located within an established mixed area with existing utility services and infrastructure; there is no evidence to suggest that the proposed development would unreasonably overload the capacity of these existing services.

Standard D5 – Integration with the street

135. Subject to the deletion of one level of the building (reducing it from seven to six storeys in height) and the street wall therefore reduced to a more comparable height to the built form at property No. 223 Napier Street (which is 14.2m) above the natural ground level, the proposal will integrate better within the streetscape by providing a clear and delineated pedestrian entry point, including fenestration and balconies. This adds to the human scale in the street and promotes passive surveillance. The Standard is met.

Standard D6 – Energy efficiency

136. The orientation of the subject site somewhat dictates that proposed dwellings would be orientated to face east or west and whilst there is a norther interface, the development has been design so that it does not compromise the equitable development opportunities within the site to the north or south.

137. The layout of each dwelling is considered to provide adequate opportunities for access to daylight to the main living quarters of each dwelling, including natural ventilation to reduce reliance on artificial heating/cooling. Appendix B within the BESS report provided with the application indicates that the average cooling load for the development would be under 30MJ/M2 per annum with this meeting the requirement (less than 30) outlined in Table 1 – Cooling load of this Standard.

Standard D7 – Communal open space

138. This Standard only applies to developments which propose forty (40) or more dwellings.

Standard D8 – Solar access to communal open space

139. No communal open space is proposed as part of this development.

Standard D9 – Safety

140. The proposed residential lobby / common entry would be clearly visible from Napier Street. The entrance will not be obscured or isolated from the street.

141. Whilst the rear pedestrian entrance is only available from the carriageway easement, this is a secondary entrance and likely to be utilised less than the primary pedestrian entry fronting Napier Street. That said, to increase the safety of this entrance, a condition will be placed on any permit issued specifying that external lighting capable of illuminating access to the car park and rear entrance must be provided within the property boundary.

142. It is considered that the proposed development would achieve a satisfactory outcome against the objective of this Standard.

Standard D10 – Landscaping

143. Landscaping does not play a significant role in the character of the surrounding area and as such is not critical to the development, nonetheless planter boxes have been provided at the ground floor frontage.

Standard D11 – Access

144. It is proposed to provide vehicle access into the car stacker from the driveway to the west. This will result in the majority of the ground floor area to the west comprising of garage door. However, as this is to the rear and takes advantage of the carriageway easement to which the site is a beneficiary, this is an appropriate design response. This design responds to the existing character to the west which includes the residential apartments and open air car parks.

145. Access for service, emergency and delivery vehicles is available. The Standard is met.

Standard D12 – Parking location

146. The location of parking is considered to achieve an acceptable design response. This was also assessed by Council's Engineering Services Unit who was satisfied with the dimensions and vehicle access but requested the installation of a convex mirror on the north and south side of the access-way to achieve appropriate viewing lines between drivers entering and exiting that will be addressed with conditions.

147. An objective of this Standard is to protect residents from vehicular noise within developments. Apartments A1.03 and A1.04 will be located directly above the proposed stacking system and it is unclear whether these rooms will be unreasonably impacted by noise generated from mechanical equipment. To ensure that such amenity impacts are managed effectively, a condition of any permit issued will require the submission of an acoustic report. This report will be required to demonstrate that the operation of the proposed car stacker and garage door will not result in unreasonable amenity impacts to the residents within the development and offer solutions if they are found to do so.

Standard D13 – Integrated water and stormwater management

148. The application proposes the installation of a 14,000L rainwater collection tank which would be connected to all toilets within the development. The STORM report provided with the application achieves a score of 112%, which is in line with the policy direction under clause 22.16 – *Stormwater Management (Water Sensitive Urban Design).* The Standard is met.

Standard D14 – Building setbacks

149. As outlined earlier in this report, the height and setbacks of the building are considered to achieve an acceptable design response subject to a condition deleting one level and reducing the building to six storeys. The direct abuttal of the building to both side boundaries provides opportunities for future development on both adjacent northern and southern sites.

150. This Standard aims to avoid direct views into habitable room windows and private open space of new and existing dwellings, thereby reducing the reliance on screening to inhibit these views. Many apartments are orientated to the east and as such do not require screening. Those that are orientated to the west would be screened with textured glass to a height of 1.7m. However, as the building height would be reduced with a condition, a further condition will be included ensuring that the western elevation is appropriately screened to reduce any overlooking impacts into the balconies and habitable room windows of the building opposite, addressed to St David Street, and located 6.8m from the subject site.

151. The unimpeded daylight afforded across the 6.8m wide carriageway easement combined with a reduction in the building height to six storeys will ensure that daylight will not be unreasonably impacted to the dwellings located in the existing building to the west.

Standard D15 – Internal views

152. The plans are unclear on whether there is any overlooking between the balconies of apartments. This will be addressed with a condition requiring minimum partitions of at least 1.7m in height above the floor level in between the balcony areas of each apartment to prevent internal overlooking. Further screening may also be required to the bedroom windows that face into the void areas / stairwells. This will also be addressed with a condition.

Standard D16 – Noise impacts

153. The proposed development would not be located in proximity to a noise influence area specified in Table D3 to this Standard because of its distance from the Industrial 1, 2 and 3 zones (i.e. not within 300m of this zone) and / or located within 300m of a Freeway, tollway and other road carrying 40,000 Annual Average Daily Traffic Volume.

154. The provision of an acoustic report has already been required via a condition of any permit issued. To ensure compliance with this Standard, the report must also include any potential off-site noise impacts that may affect the new dwellings, along with any design treatments that may be required to mitigate these impacts. This will ensure compliance with *Clause 22.05 Interface Uses Policy*, which seeks to enable the development of new residential uses in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes.

Standard D17 – Accessibility objective

155. To ensure the design of dwellings caters for people with limited mobility, the Standard notes that at least 50% of new dwellings should provide:

    (a) *A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom;*
    (b) *A clear path with a minimum width of 1.2m that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area;*
    (c) *A main bedroom with access to an adaptable bathroom;*
    (d) *At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.*

156. The plans indicate that all apartments will include the above items. The four apartments with three or more bedrooms would be provided with bedrooms that would be connected to a bathroom.

Standard D18 – Building entry and circulation

157. The proposed residential lobby / entry would be readily visible from Napier Street and would therefore provide an adequate sense of address and identity for the building.

158. The internal layout of the building will provide for the safe, functional and efficient movement of residents with full and restricted mobility given that the entrance is flat with a minimum width of 1.86m. The built form above would also provide a transitional area with weather protection prior to entry, given that the entry is recessive from the street.

Standard D19 – Private open space

159. Of relevance to this development, a dwelling should provide balconies meeting the dimensions outlined in Table 5 of this Standard. This table specifies that a 1 bedroom dwelling should have access to a balcony with a minimum area of 8sq.m. and minimum dimension of 1.8m; a 2 bedroom dwelling should have access to a balcony with a minimum area of 8sq.m and minimum dimension of 2m; and a 3 (or more) bedroom dwelling should have access to a balcony with a minimum area of 12sqm and minimum dimension of 2.4sqm, all with convenient access from a living room.

160. All 1 bedroom apartments meet the standard, but the 2 and 3 bedroom plus apartments fall short of the standard in terms of their depth / widths by between 200mm-400mm. However, the balcony areas exceed the minimum requirements and are far greater than the minimum requirements of the Standard (i.e. range between 11.3sq.m. and 35.8sq.m.) and AC units will be located on the roof, not taking up balcony space. Therefore, a variation to the Standard is considered acceptable.

Standard D20 – Storage

161. The proposed dwellings will have access to storage areas in excess of the requirements of this Standard (i.e. between 10-20 cubic metres for the 1 bedroom apartments, between 10.2-14.7 cubic metres for the 2 bedroom apartments and between 34-54 cubic metres for the 3 bedroom plus apartments). Eight storage cages of 5 cubic metres each are also provided in a sub ground that will further add to that already provided internally to the apartments. The Standard will be met.

Standard D21 – Common property

162. The common property areas within the development are clearly delineated and would not create areas which were difficult to maintain into the future by a Body Corporate. The lobby and vehicle access areas are well conceived and are generally cohesive with the overall building design and are therefore considered to be in line with the objectives of this Standard.

Standard D22 – Site services

163. Site services would be located within the building, within the bicycle store at the ground floor. This location is acceptable and not visible to the street which is a design response that is supported.

Standard D23 – Waste and recycling

164. A Waste Management Plan (WMP) was prepared by Leigh Design (dated 24 August 2017) and referred to Council's Services and Contracts Unit, who considered this document and associated management procedures to be unsatisfactory because of discrepancies between the plans and WMP in relations to the nominated bins. Furthermore, the WMP and plans are required to be updated to ensure that the bin storage area will provide rotational space for the bins. This will be addressed with a condition requiring an amended WMP to Council's satisfaction. It is also highlighted that collection from Napier Street was not raised as a concern.

Standard D24 – Functional layout

Bedrooms

165. This Standard notes that main bedrooms should have a minimum width of 3m and minimum depth of 3.4m, with other bedrooms to be 3m x 3m in dimensions. The Standard is met for all dwellings.

Living areas

166. Living area dimensions also comply with the relevant requirements outlined at Table D8 of this Standard with all dwellings having minimum living areas of 10sq.m.

Standard D25 – Room depth

167. The room depths of the open plan living areas of the apartments would not exceed a dimension of 9m with their respective kitchens located furthest from the windows. Similarly the bedrooms don't exceed the dimension of 9m.

Standard D26 – Windows

168. The habitable rooms above the apartments at the ground floor contain a window within an external wall to the building, with no reliance on 'borrowed light' for any habitable rooms. The bedroom windows of apartments at the ground floor will face into an enclosed area of private space that is open into the central void that will assist in filtering some daylight into these windows. Whilst not the most ideal proposition, it is acceptable in this instance given that these are to 1 bedroom apartments, are located at the ground floor (therefore to also unavoidable) where in any apartment there is some consequential loss of internal amenity, and are compensated within the generous display of fenestration across the street. This is considered to meet the objective of the standard which is *"to allow adequate daylight into new habitable room windows."*

Standard D27 – Natural ventilation

169. Council ESD Advisor confirmed that all apartments would have access to cross ventilation. Ceiling fans will also be installed to further assist and enhance cross-ventilation through each apartment. A condition will also require the plans to be updated to show the operability of the windows, particularly those facing into the void areas of the light-wells. The Standard is met.

Off-site amenity

Visual bulk

170. Similarly to the development approved at No. 223 Napier Street, the proposed development has a fairly unique opportunity in terms of avoiding visual bulk due to the western and eastern boundaries being located adjacent to a driveway and carriageway easement and a street, respectively. The northern and southern sides are non-sensitive interfaces due to their commercial nature and high site coverage.

171. In relation to the western side, the driveway and carriageway easement provides a physical buffer to the residential apartments on the opposite side of 7.5m. For the site context, this is considered to be a generous separation distance and together with the articulation provided to the western elevation would not result in any unreasonable visual bulk to the apartment building opposite. The northern and southern interfaces would have breaks in their built form where the voids / stairwells are provided that combined with the deletion of one level, would reduce their massing and visual prominence.

172. The respective width of Napier Street to the east is considered to provide an adequate setback from the front yards of the dwellings on the opposite side of Napier Street (noting the location of their secluded private open spaces) would be at their rear.

Overshadowing and daylight (specifically to the apartment building opposite the carriageway)

173. In relation to overshadowing, reasonable impacts are taken at the September Equinox The only affected properties are to the west. The shadow diagrams supplied as part of the application show that the most significant shadow cast is within the early hours of the morning and would completely subside by 11am at the time of equinox.

174. The level of overshadowing cast to these east-facing balconies (and the habitable room windows) is considered to be reasonable given that the shadows are limited to the early hours of the morning.

175. Whilst the shadows would increase as a result of the proposal, the development would not cast any additional shadows into the northern light-well of the development (currently under construction) south of the immediate adjoining property at property No. 223 Napier Street.

Overlooking

176. In the case of the proposal, overlooking opportunities are only possible to the west where the proposed building is within 9m of the east-facing balcony areas and habitable room windows of the apartments on the opposite side of the carriageway. The west-facing balconies of the proposed building are provided with 1.7m high, textured glass screens. However, a condition will require that all screens are fixed and the plans are updated to clearly demonstrate that there are no further overlooking opportunities evident as a consequence of the balconies without screening.

177. No unreasonable overlooking opportunities exist to the east with the abutting street providing a physical buffer in excess of 9m from proposed windows/balconies.

Noise

178. As discussed earlier in this report, the 'use' of dwellings does not trigger a planning permit within the Mixed Use Zone. It is considered that the residential component of the development is unlikely to generate a noise level above that which is acceptable in a residential area with any noise levels as a result of the use of the dwellings being typical of a residence. A condition would be added regarding noise emissions from ancillary services to comply with SEPP requirements.

179. The proposal includes a total of 14 car spaces in the form of a car stacker. Vehicle access to the car stacker would be from the carriageway to the west, and given the close proximity of the entry to the apartment building opposite, the acoustic report will also need to consider the noise emissions of the vehicle entry and car stackers to this building.

<u>Car parking and traffic</u>

180. Under clause 52.06 of the Scheme, the Applicant is seeking a reduction of 11 car parking spaces (i.e. 8 residential spaces and 3 visitor spaces).

181. Submitted with the application was a traffic report prepared by the TraffixGroup. The report makes the following conclusions (amongst others) with regard to the reduction in the car parking requirement:

(a) *the car parking demand assessment indicates that adequate car parking is provided for residents with an overflow demand related to 1-3 short-term visitor spaces;*
(b) *the car parking reduction under Clause 52.06-7 is supported on the following grounds:*

(i) *the Car Parking Demand Assessment;*
(ii) *the site is located on the periphery of an Activity Centre and is well served by public transport and alternative transport modes;*
(iii) *there is a high demand for smaller dwellings without resident parking in this locality;*
(iv) *residents without car parking will not be able to maintain a vehicle on-street given the local parking restrictions and inability to access resident parking permits;*
(v) *visitor parking demands will have a negligible impact on the availability of car parking in the nearby area, given the existing parking conditions;*

(vi) *post development, a total of 3 car spaces will remain to be available along the site's frontage to Napier Street;*
(vii) *the proposed level of parking is the highest that can be reasonably provided on the site without compromising the ground floor uses and layout;*
(viii) *the practicality of providing visitor car parking on the site, and*
(ix) *the existing car parking deficiency of the site.*

(c) *the bicycle parking provision exceeds the requirements set out at Clause 52.34 of the Planning Scheme;*
(d) *the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, AS2890.1:2004 (where relevant) and current practice;*
(e) *waste collection can be appropriately managed via a Waste Management Plan prepared as a condition of permit,*
(f) *the level of traffic generated as a result of this proposal will be low, generally residential in nature, spread throughout the day and will not have a detrimental impact on the operation or safety of St David Street, Napier Street or the surrounding road network, and*
(g) *there are no traffic engineering reasons why a planning permit for the proposed residential development at 231 Napier Street, Fitzroy should be refused, subject to appropriate conditions.*

182. Council's Traffic Engineering Services Unit agrees with the report findings and raise no objection to the on-site parking provision and a reduction to the statutory car parking requirements. Their support is based on the proximity of the site to public transport facilities (the site has excellent access to public transport) and range of services. It is noted that the surrounding area is blanketed with time based on-street car parking restrictions.

183. In addition to the above, the car parking reduction sought in this instance is considered appropriate for the same reasons that it was acceptable with regard to the development approvals at property no's 219 and 223 Napier Street. Those reasons being:

(a) *State and local policy encourage the balance between the provision for sufficient on-site car parking and an increased use of more sustainable modes of transport, to reduce the dependency on cars and reduce traffic congestion. The proposal balances these strategic provisions by providing some on-site car parking for the new dwellings while not providing the total recommended number of car spaces required by the Scheme;*
(b) *To offset the shortfall in on-site car parking, the provision of secure bicycle spaces in excess of the required rate has the potential to attract prospective tenants/residents;*
(c) *When purchasing or intending to move into the dwellings, residents/occupants would know up-front that some of the dwellings may not have on-site parking. The site has good access to public transport being tram routes along Brunswick and Smith Streets;*
(d) *Providing the total car parking provision on site required by the Scheme would increase traffic congestion to the surrounding local road network, including congestion of the carriageway to the west (which was also a concern raised by the objectors). This is not considered to be a good outcome and is not consistent with sound town planning practice when there are other more sustainable modes of transportation within close proximity to the site; and*
(e) *All residents and prospective property owners of the new dwellings would be ineligible to apply for on-street resident and visitor parking permits (helping to discourage prospective residents of high car ownership due to the existing lack of availability of on-street car parking).*

184. In response to the decision guidelines provided at Clause 52.06-9 of the Scheme, the proposed car parking (in relation to location and access) complies with the relevant decision guidelines in the following ways:

(a) The role and function of nearby roads will not be unreasonably affected;
(b) Vehicle safety, access to the site from the carriageway and manoeuvring within the car park is supported as an option by Council's traffic engineers (subject to the submission of a swept path diagram);
(c) The location of the car parking area allows for clear visibility for users and a good level of perceived safety;
(d) The residential use of the site is appropriate within the zoning noting that the surrounding area is a mix of dwellings and commercial buildings, and any residential noise will be controlled under the EPA guidelines;
(e) Car-parking will be provided on-site; and
(f) The deletion of one level will also reduce the required car parking rate by four car spaces (resulting in a reduction of 7 car spaces).

Objector concerns

Objector concerns

185. Most of the objector concerns have been addressed throughout this assessment. However, each point will be addressed for clarity.

(a) *Neighbourhood character - the development is not in keeping with the residential character of the street;*
(b) *The height, bulk and scale of the building is excessive and the design lacks setbacks;*

186. Neighbourhood character, building height and setbacks have been discussed at paragraphs 87 to 113 and 170 to 172.

(c) *The development will diminish the visual prominence of the Fitzroy Town Hall and block views to the clock-tower;*

187. The issue relating to the impediment of views for the Fitzroy Town Hall and St Mark's Church spire have been addressed earlier in this report at paragraphs 121 to 128.

(d) *The reduction in the car parking requirement will result in a significant impact on the on-street parking available and the surrounding street network;*

188. Car parking and traffic have been addressed at paragraphs 180 to 184.

(e) *Off-site amenity impacts including overshadowing and outlook;*

189. Off-site amenity impacts (including overshadowing) have been addressed at paragraphs 170 to 179. The blocking of an outlook or view of the skyline is not a planning consideration.

(f) *Property devaluation in the area;*

190. Property devaluation is not a planning consideration.

(g) *On-site amenity including compromised light to lower level north-facing apartments; and*

191. *On-site amenity has been addressed at paragraph 130 to 169.*

(h) *East side of Napier Street not shown on the submitted elevations – the inappropriate scale is therefore not shown.*

192. The dwellings to the eastern side of Napier Street have been considered and given their separation as a result of Napier Street from the site, any off-site amenity impacts are considered reasonable.

Conclusion

193. It is considered that the development has struck the appropriate balance between the various competing interests which have been identified throughout this report. It is therefore considered that the development should be approved, 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 PLN17/0868 for the demolition of the existing building to allow for the development of the land with a multi-storey, residential building including a reduction in the car parking requirement of the Yarra Planning Scheme at 231 Napier Street, Fitzroy, subject to the following conditions:

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans received by Council on 23 November 2017 but modified to show the following:

    (a) The deletion of one level (either Level 2, Level 3 or Level 4) resulting in a building height of six storeys;
    (b) The provision of fixed, 1.7m high screens with no more than 25% transparency between all west and east facing balconies located above ground floor to limit internal overlooking opportunities;
    (c) A plan notation confirming that the screen located between the habitable room windows with an outlook into the void / stairwell area and that it will be “fixed”;
    (d) The west-facing balconies screened to a height of 1.7m with no more than 25% transparency and fixed screens to limit overlooking into the balconies and habitable room windows of the apartment building opposite within a 9m radius;
    (e) Details of all screening methods referenced at conditions 1(b), 1(c) and 1(d) with further details of the operability of all windows facing into the voids (allowing for cross-ventilation where practicable);
    (f) Installation of a convex mirror on the north and south side of the vehicle access-way and within the site’s title boundaries;
    (g) The bin storage area designed to provide efficient rotational space for the bins;
    (h) All works recommended (where relevant to be shown on plans) in the acoustic report referred to in condition 8 of this permit;
    (i) All works recommended (where relevant to be shown on plans) in the Sustainable Management Plan referred to in condition 10 of this permit;
    (j) All roof plant screened from public view with external screening and full details and method shown; and
    (k) An updated schedule of all external materials and finishes (including materials samples, colours and coloured elevations/perspectives). The schedule must show the materials, colour, finish and application methods (where relevant) of all external walls (including those within the void and private space and trafficable areas within the development), roof, fascias, window frames, glazing types, cladding, doors and fences and must confirm that no reflective paint or products are proposed for the facades.

    Endorsed Plans

2. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority

3. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

4. 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.

5. 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.

6. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

7. As part of the ongoing consultant team, Edition Office Pty. Ltd. or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

   (a) oversee design and construction of the development; and
   (b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

Acoustic Report

8. Before the plans are endorsed an Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The report must include an assessment of how the requirements of the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade), No. N-1 and any other relevant Australian Standards will be met and must prescribe the form of acoustic treatment to the following:

   (a) plant and equipment;
   (b) noise from the adjoining commercial buildings to the north and south; and
   (c) noise from the vehicle entry door and car stacker on the amenity of abutting and surrounding apartments (both existing, under construction and intended to be constructed).

9. The provision, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Environmentally Sustainable Design Principles (SMP)

10. Before the plans are endorsed, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must include the details in the Sustainable Management Plan prepared by GIW Environmental Solutions Pty. Ltd. dated 25 August 2017 and must include:

    (a) Shading devices to the windows across the western and eastern elevations; and
    (b) Reference to a six-storey building.

11. The provisions, recommendation and requirements of the plans and endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Lighting

12. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian entries and ground level car parking area must be provided. Lighting must be:

    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity.

    to the satisfaction of the Responsible Authority.

General Parking Areas

13. The area set aside for the parking of vehicles, together with the associated access lanes as delineated on the endorsed plan must:

    (a) be designed, provided and completed to the satisfaction of the Responsible Authority prior to the commencement of the development hereby permitted;
    (b) thereafter be maintained to the satisfaction of the Responsible Authority;
    (c) be made available for such use at all times and not used for any other purpose;
    (d) be properly formed to such levels that it can be used in accordance with the endorsed plan; and
    (e) be drained and sealed with an all-weather seal coat.

    all to the satisfaction of the Responsible Authority.

14. 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.

Council Infrastructure

15. Within 2 months of the completion of the development 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 the full re-sheeting of the footpath at the front of the property if required by Council):

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

16. Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.

Waste Management

17. Before the development commences, an amended Waste Management Plan (WMP) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Leigh Design and dated 24 August 2017 and must be modified to include:

    (a) Reference to a six storey building; and
    (b) A bin capacity associated with a subsequent reduced number of dwellings that is also consistent with that shown on the endorsed plans.

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

Construction

19. 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. 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

    During the construction:

(q) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
(r) 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;
(s) vehicle borne material must not accumulate on the roads abutting the land;
(t) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
(u) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

20. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

21. The development, once commenced, must be completed to the satisfaction of the Responsible Authority.

22. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

(a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm;
(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

23. This permit will expire if:

(c) the development is not commenced within two years of the date of this permit; or
(d) 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.

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

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

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

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.

Public lighting for pedestrian access must comply with the minimum lighting level of P4 as per the Australian Standard AS/NZS 1158.3.1:2005 *Lighting for roads and public spaces – Pedestrian area (Category P) lighting – Performance and design requirements.*

Any public lighting works that are required will require the developer to consult all nearby properties with respect to the location of any lights or poles. The placement of poles must not affect manoeuvrability into garages or off-street parking spaces. Light must not spill into the windows of the subject site or into the windows of any adjoining residences.

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

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

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

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

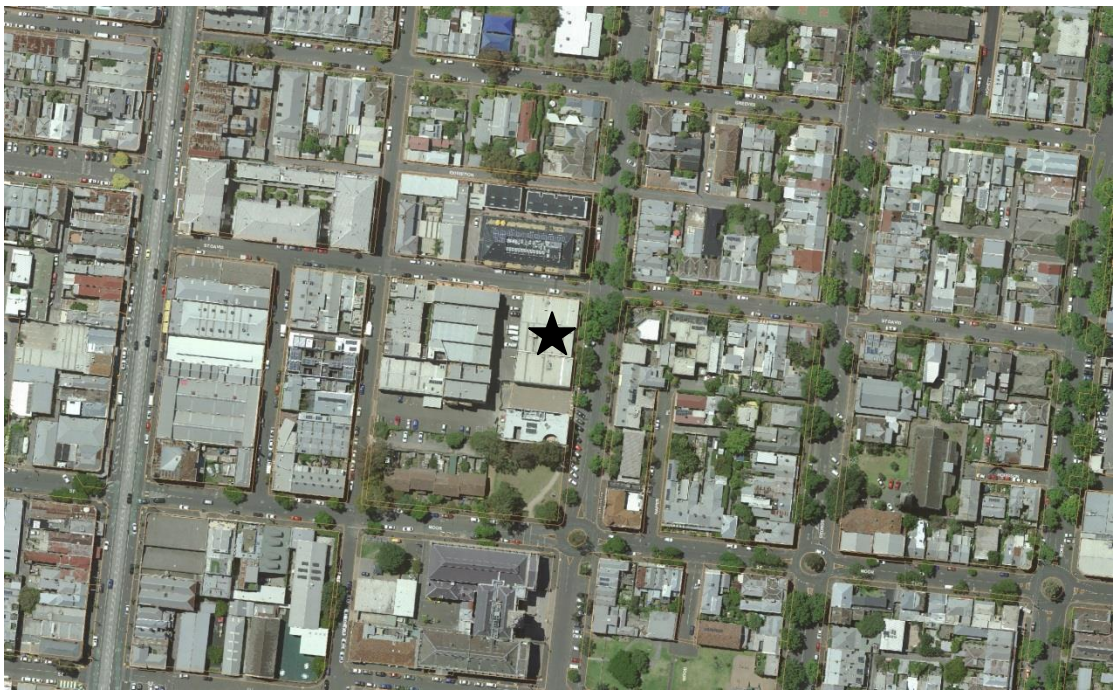
CONTACT OFFICER: **John Theodosakis**
TITLE: **Senior Statutory Planner**
TEL: **9205 5307**

Attachments

1 Site location - 231 Napier Street, Fitzroy
2 Complete set of plans
3 Heritage advice
4 Urban Design Advice
5 Engineering comments
6 ESD advice

Attachment 1 - Site location - 231 Napier Street, Fitzroy

SUBJECT LAND: 231 Napier Street, Fitzroy



⇧ **North**

★ **Subject Site**

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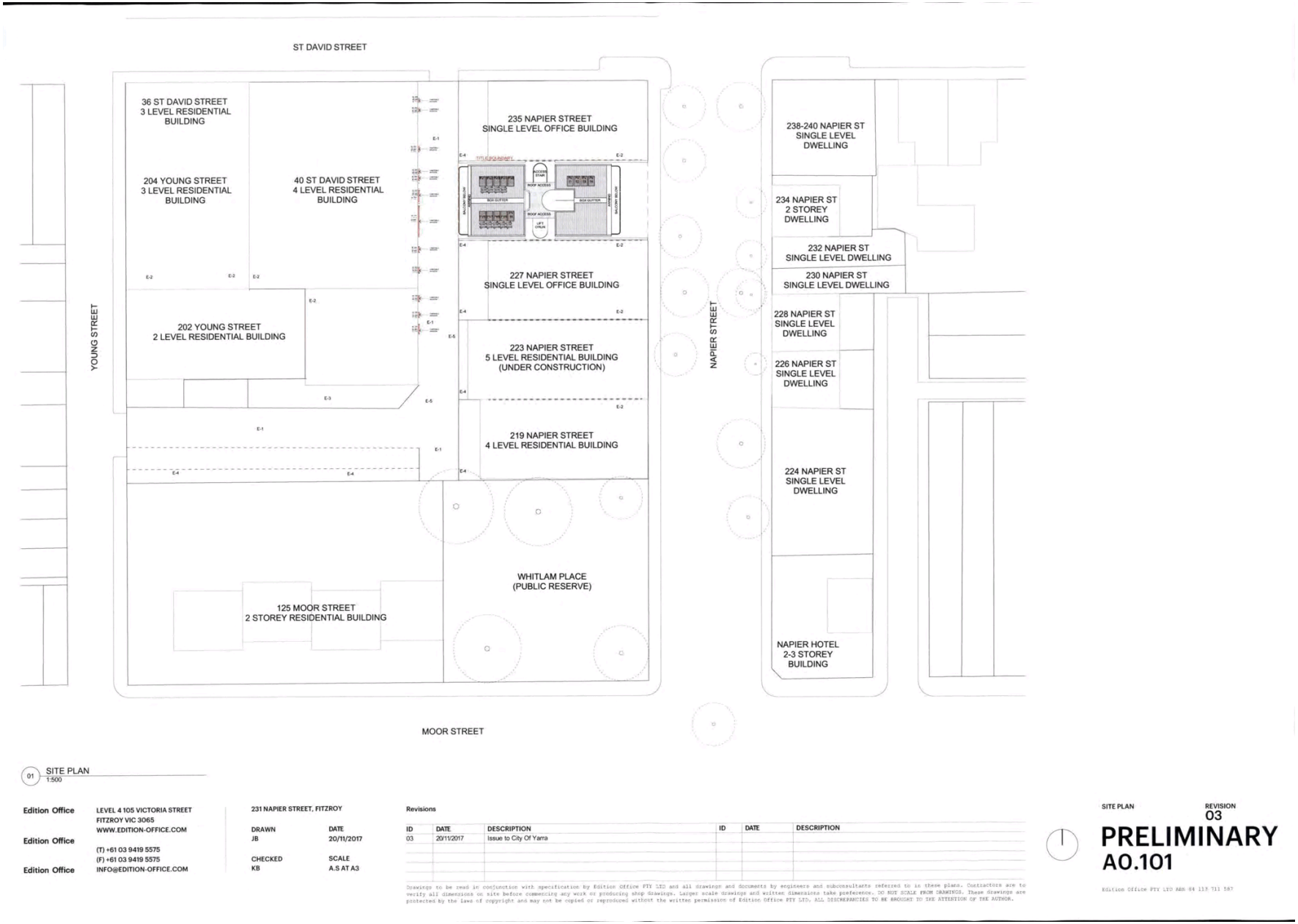
PROJECT

231 NAPIER STREET

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Attachment 2 - Complete set of plans



01 SITE PLAN
1:500

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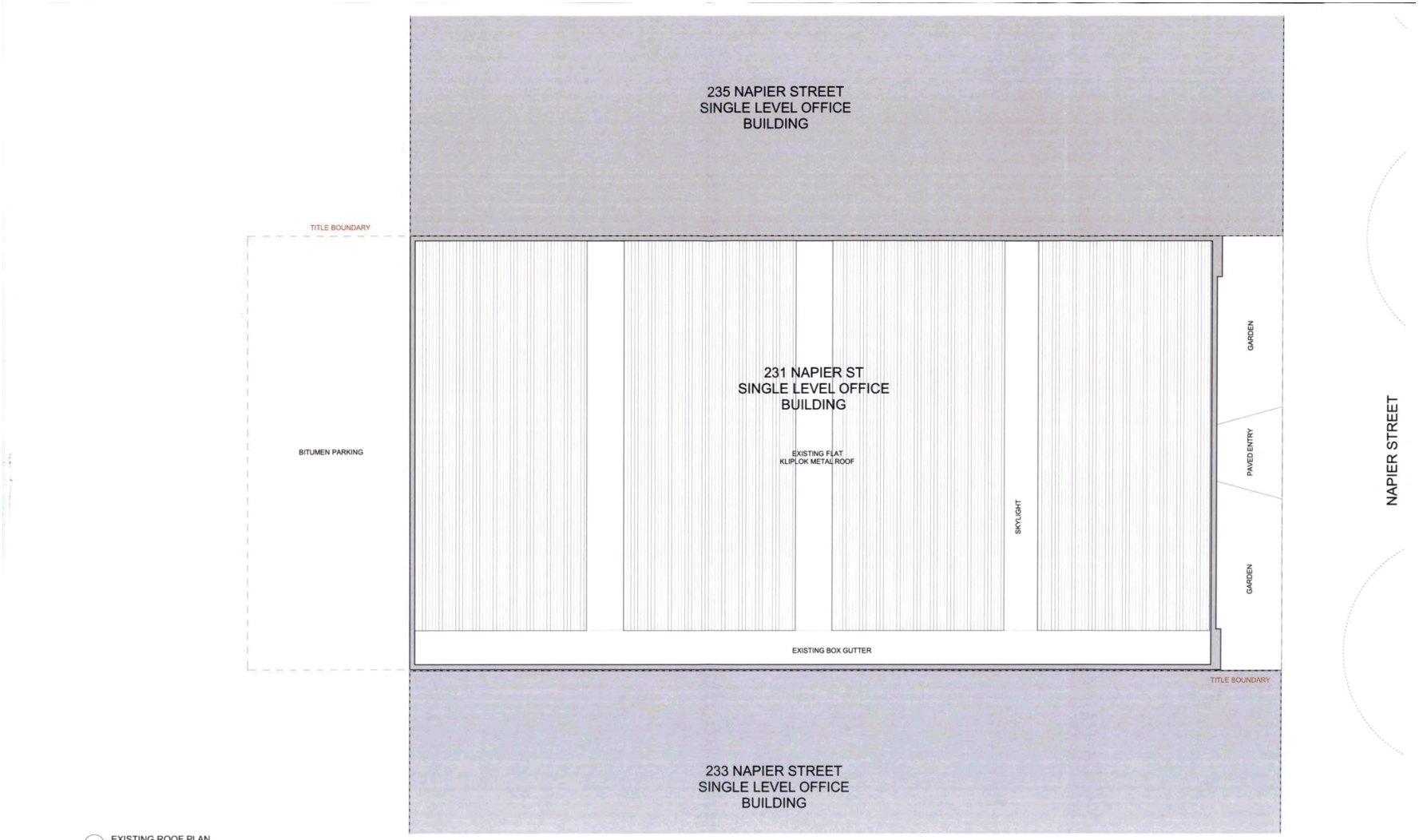
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01 EXISTING ROOF PLAN
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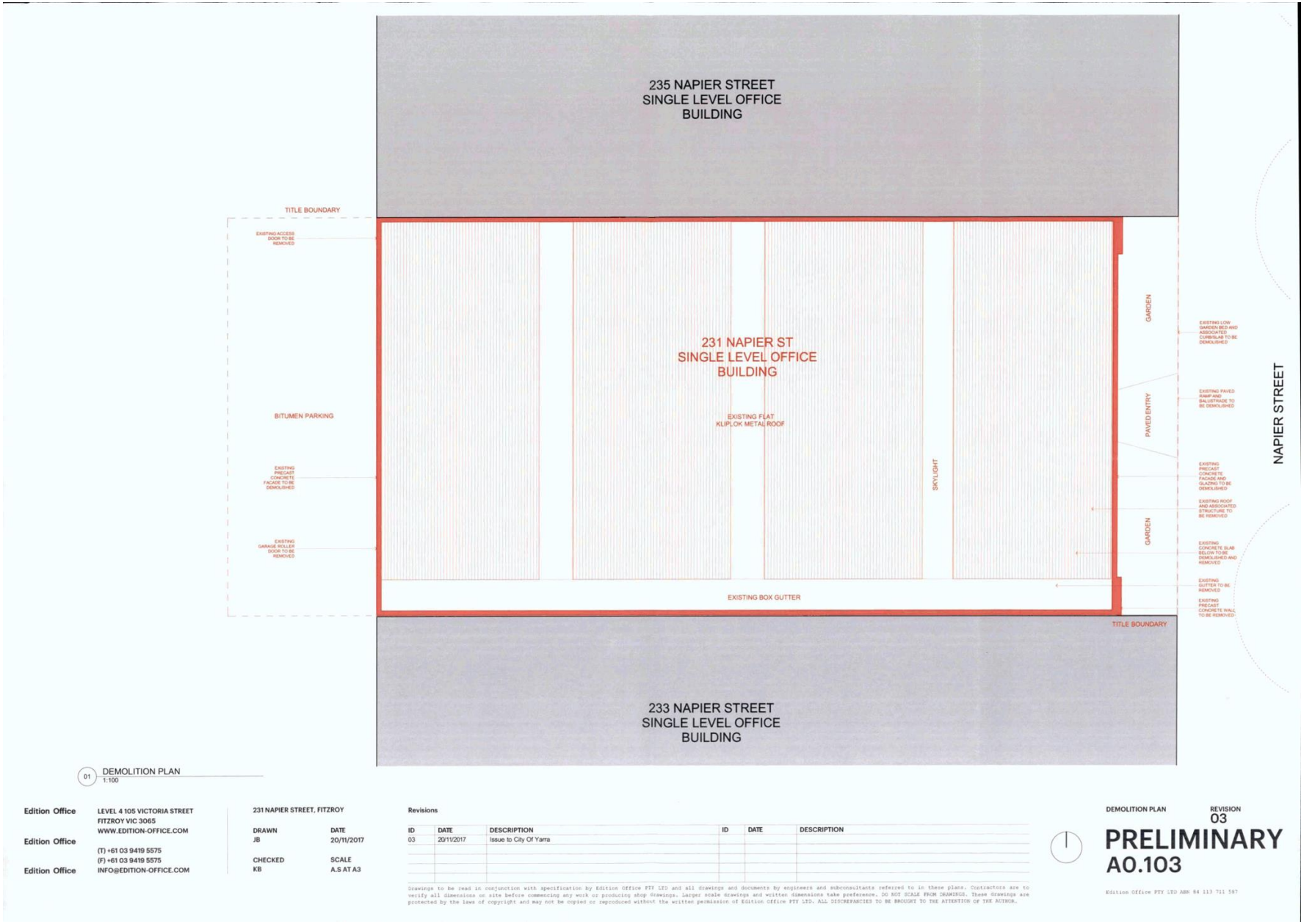
EXISTING ROOF PLAN REVISION 03

PRELIMINARY

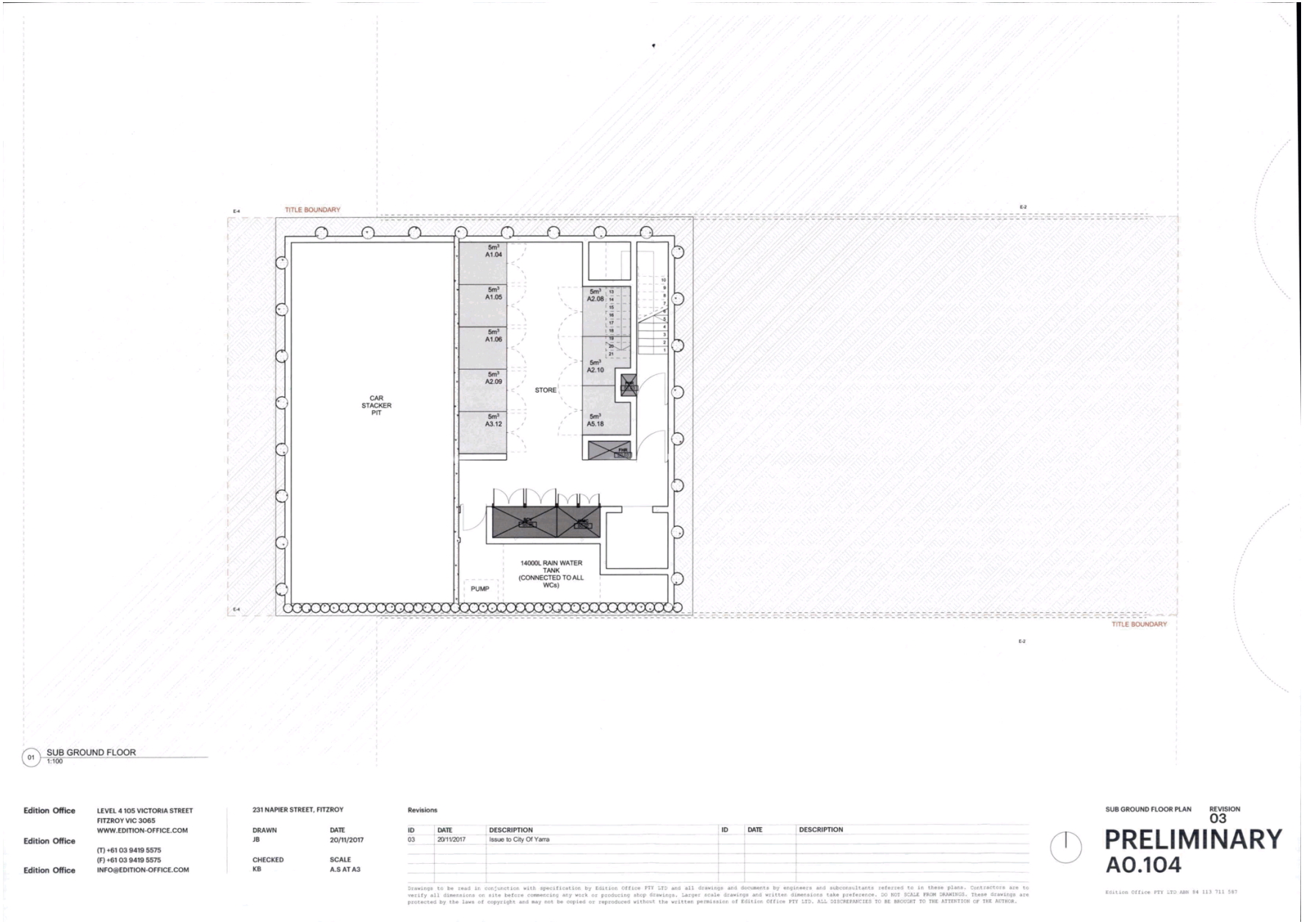
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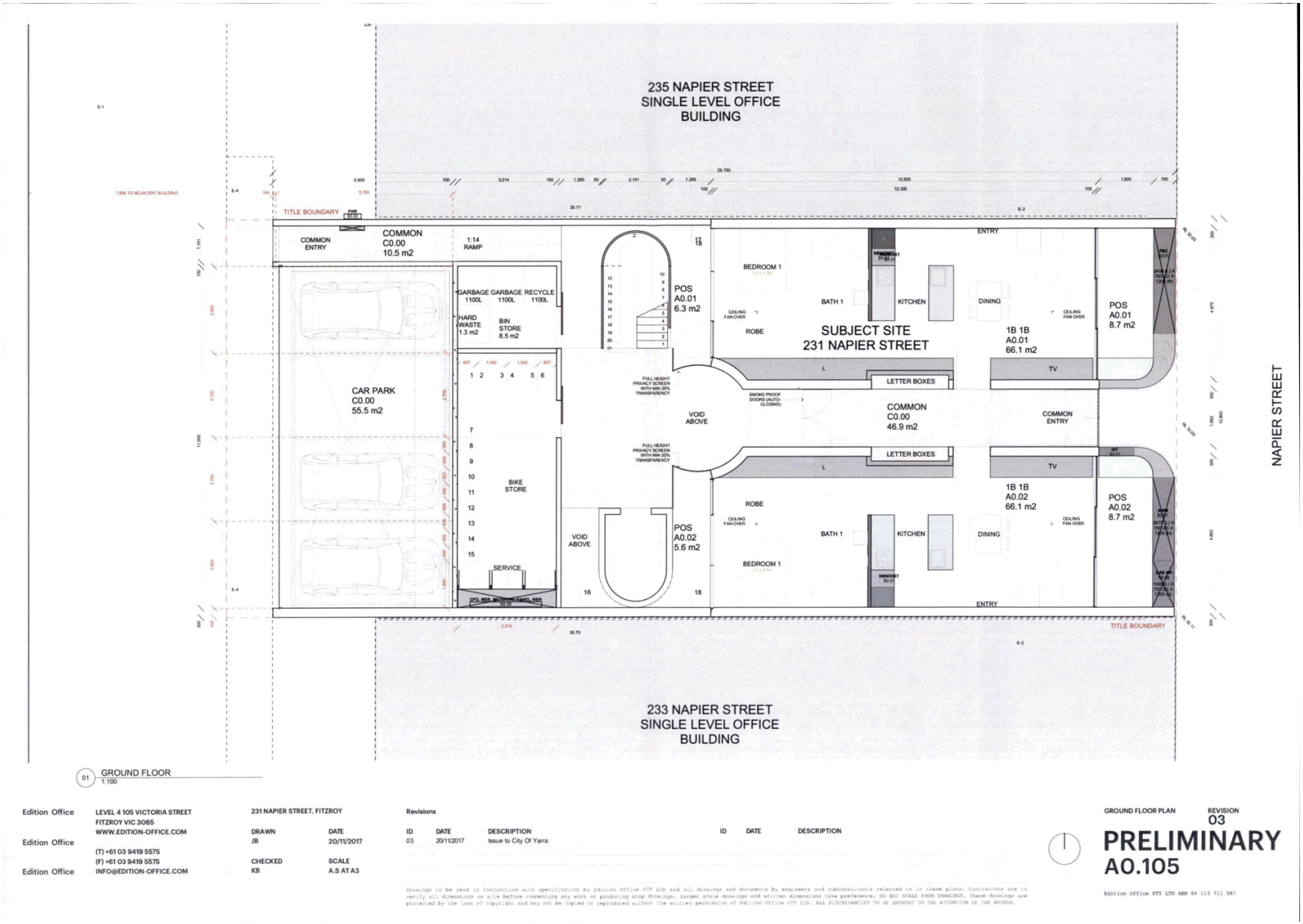
SUB GROUND FLOOR PLAN REVISION 03

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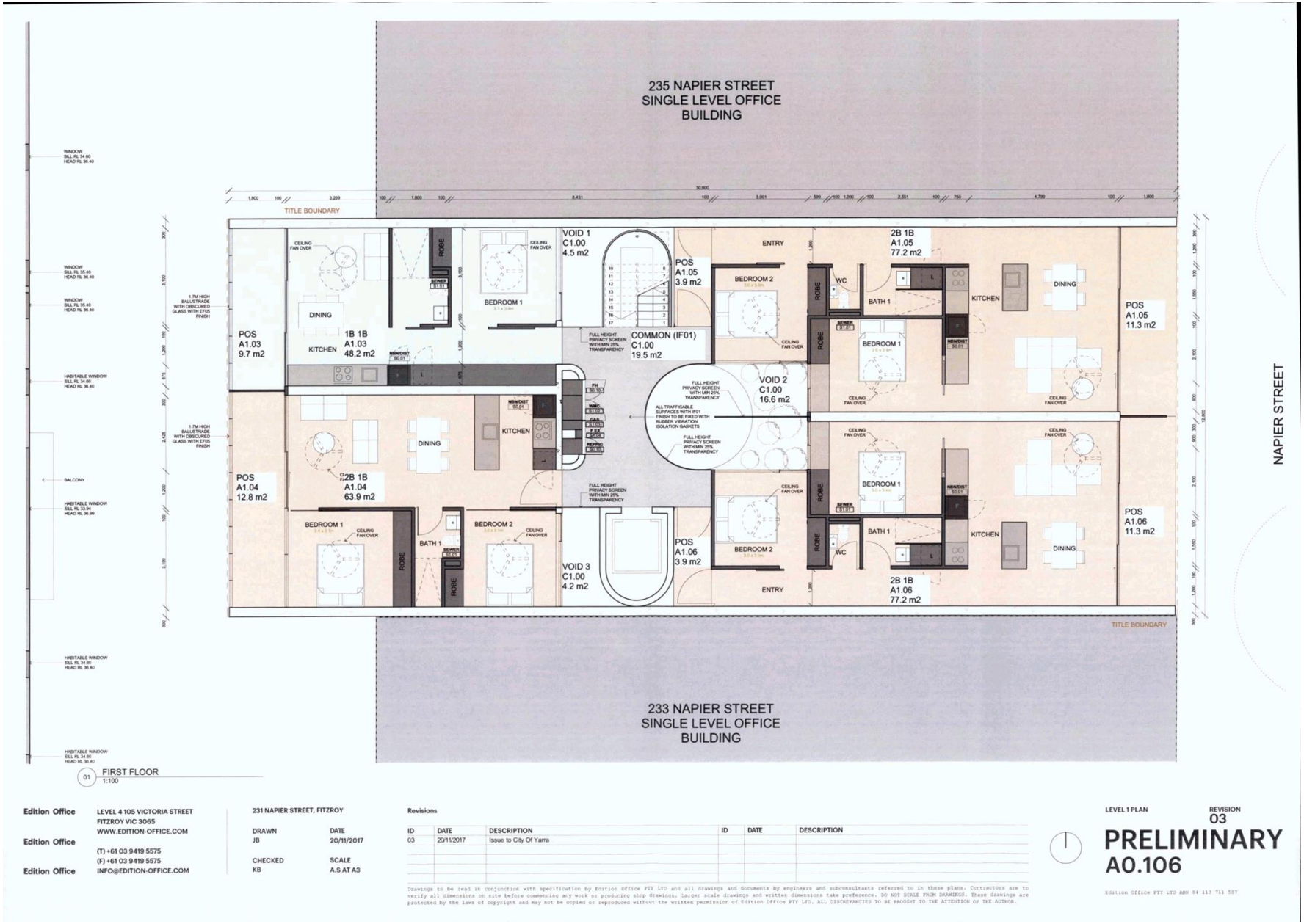
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GROUND FLOOR PLAN
REVISION 03

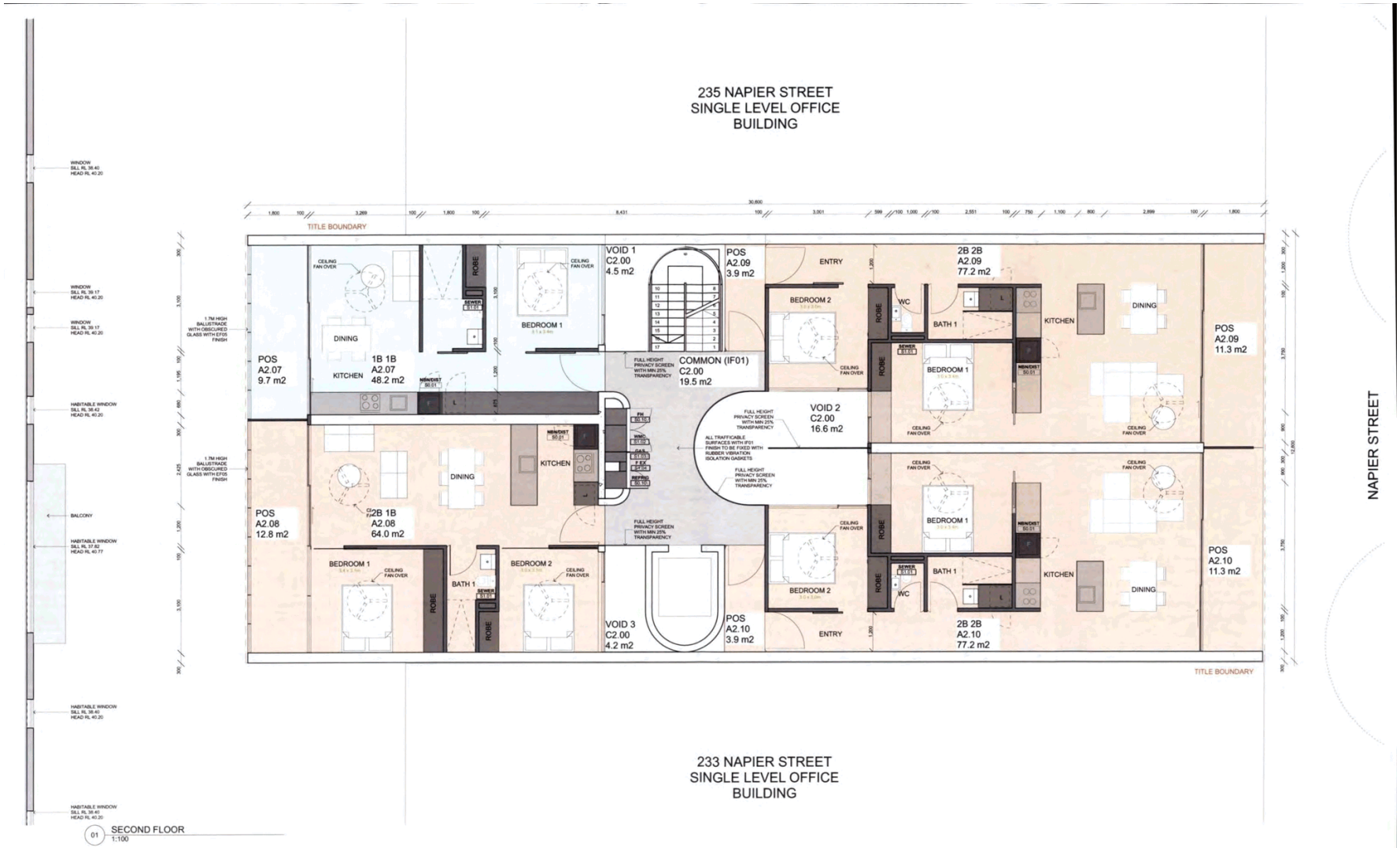
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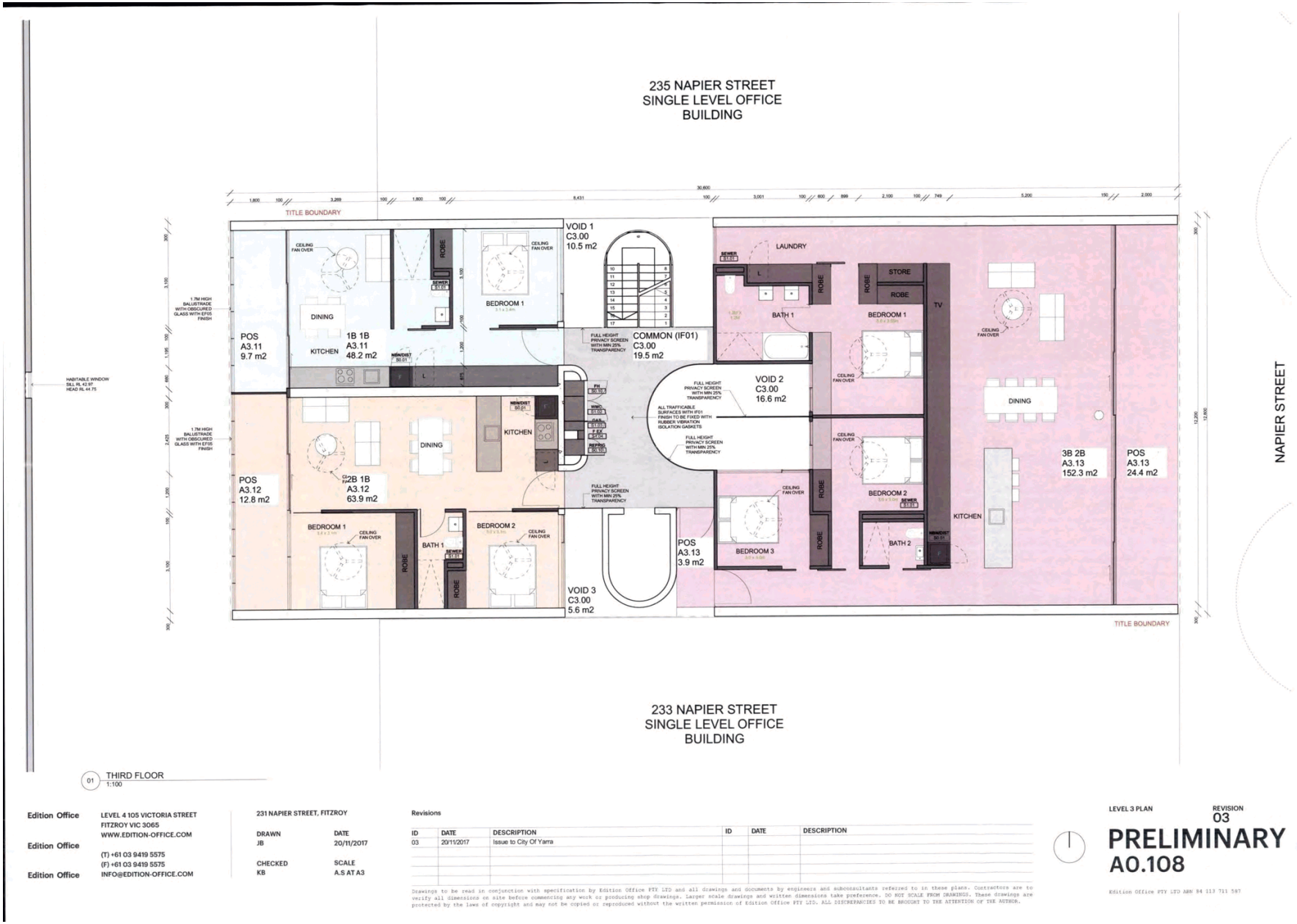
LEVEL 2 PLAN REVISION 03

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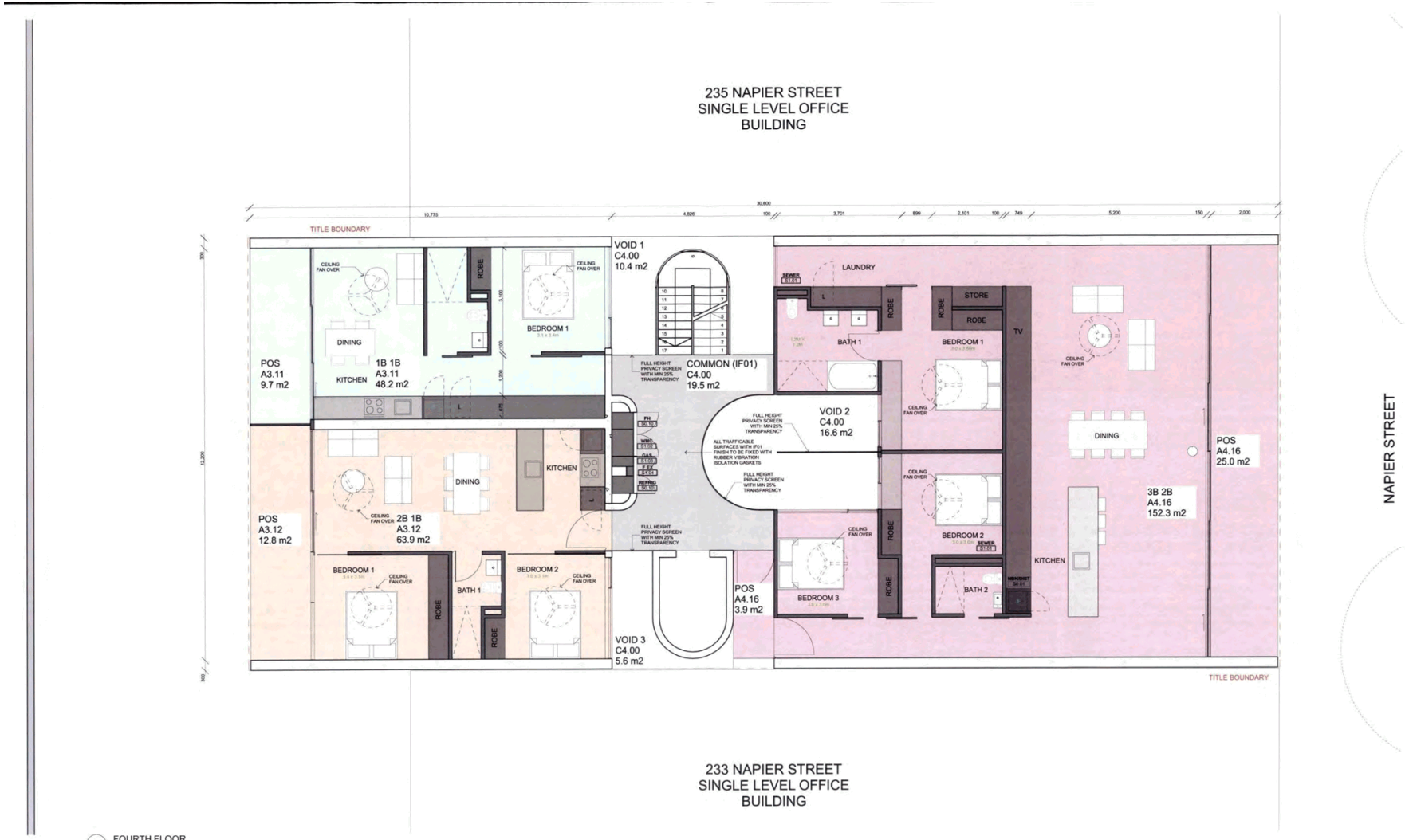
LEVEL 3 PLAN | REVISION 03

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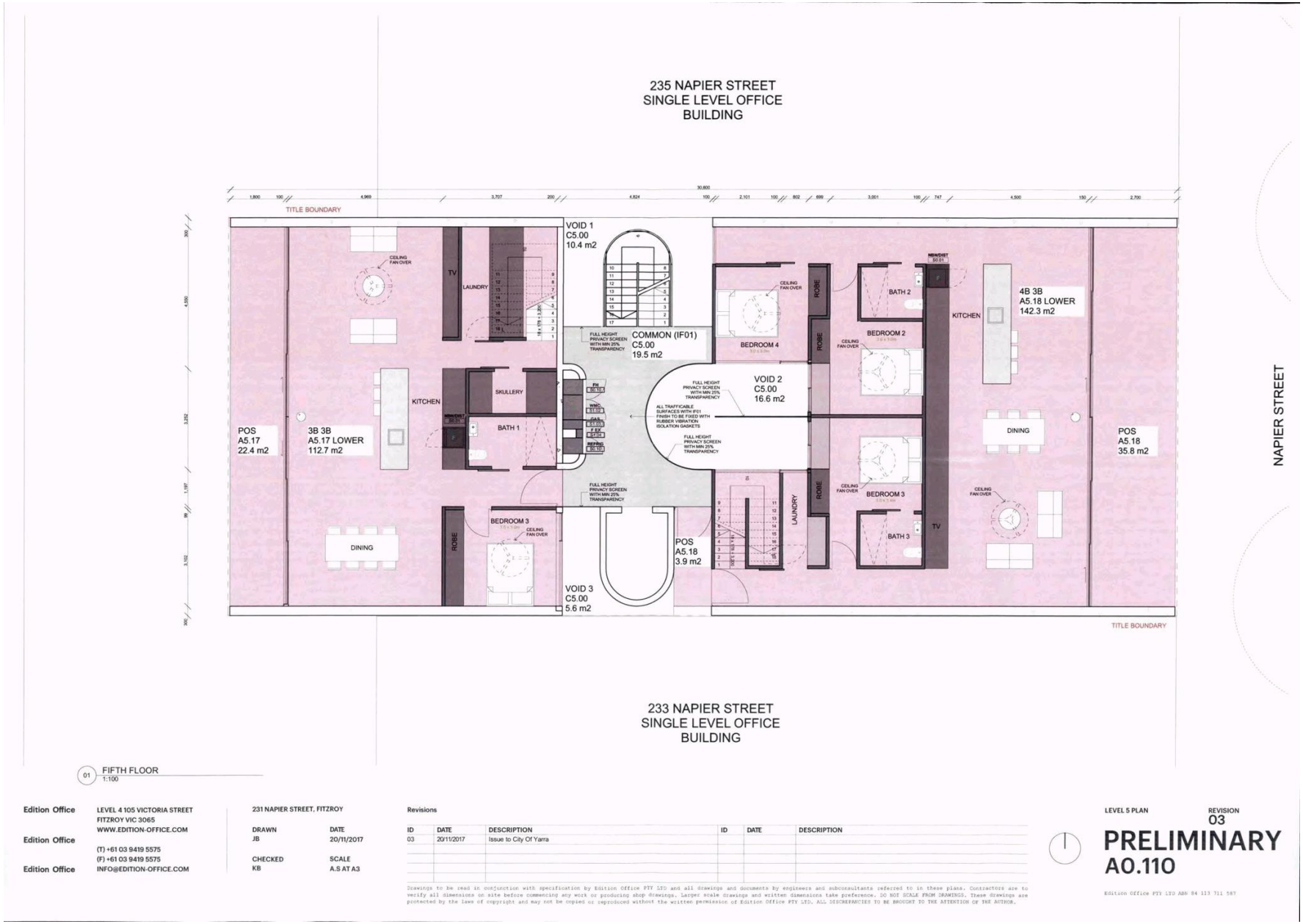
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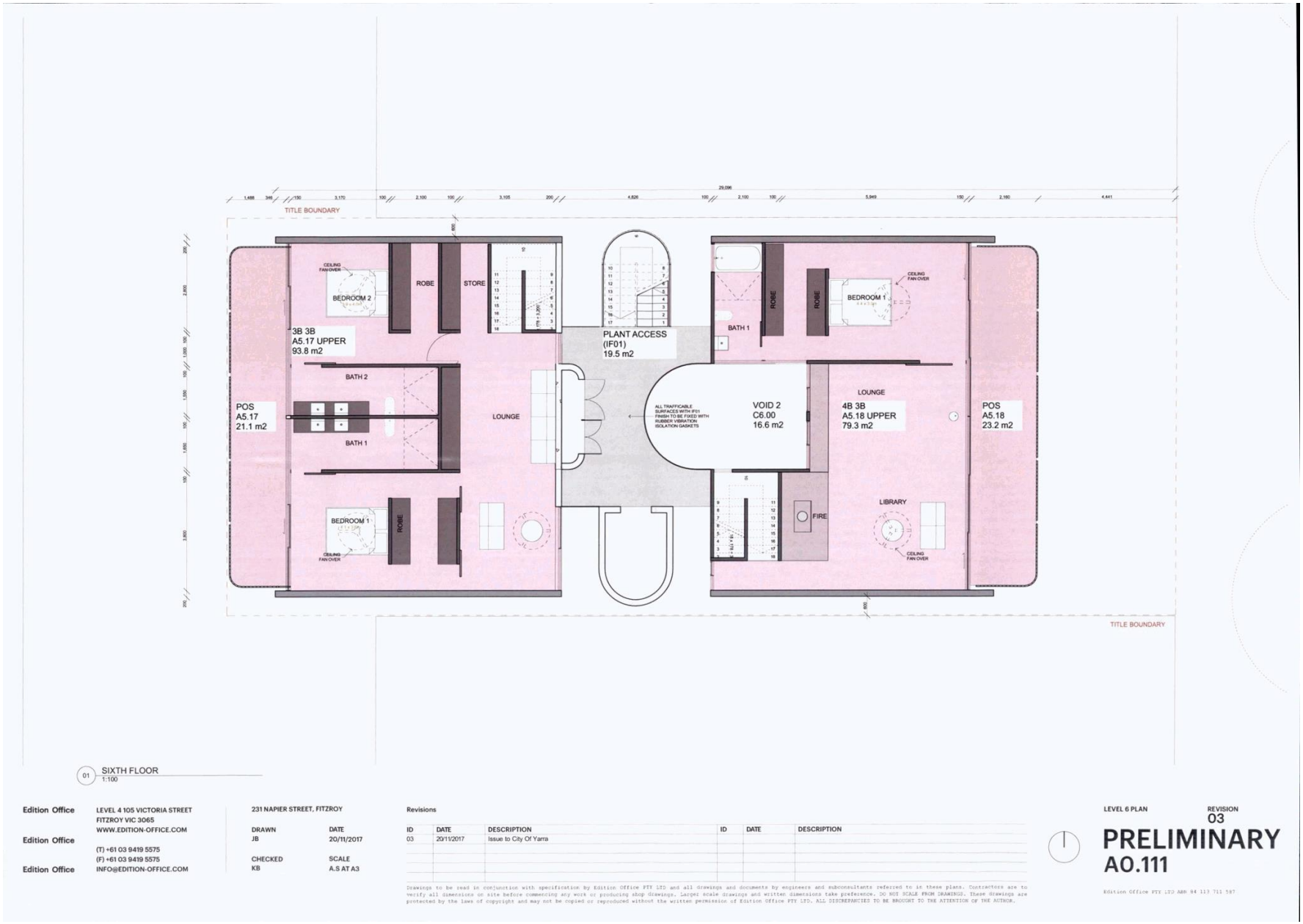
LEVEL 4 PLAN
REVISION 03
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A0.109

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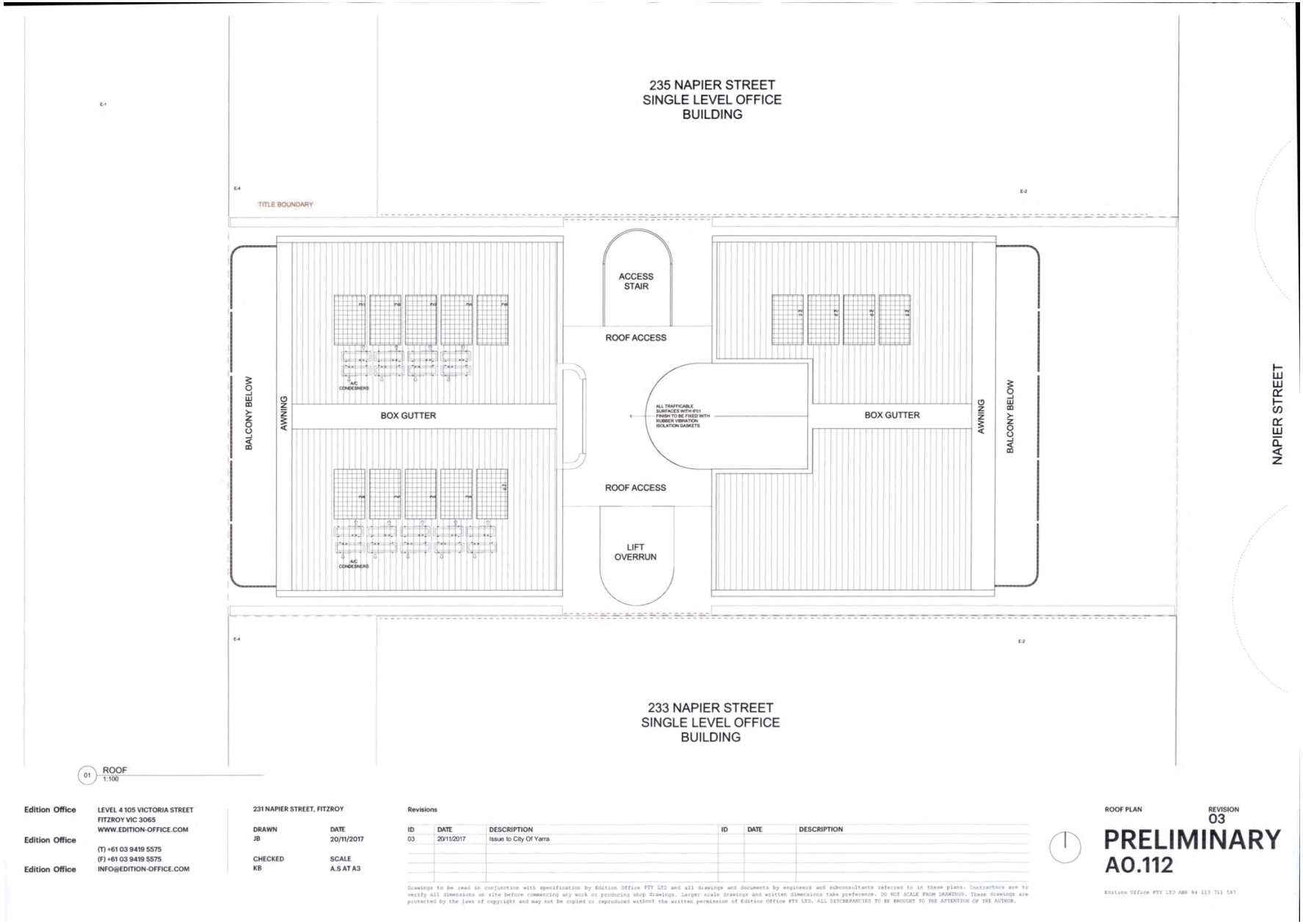
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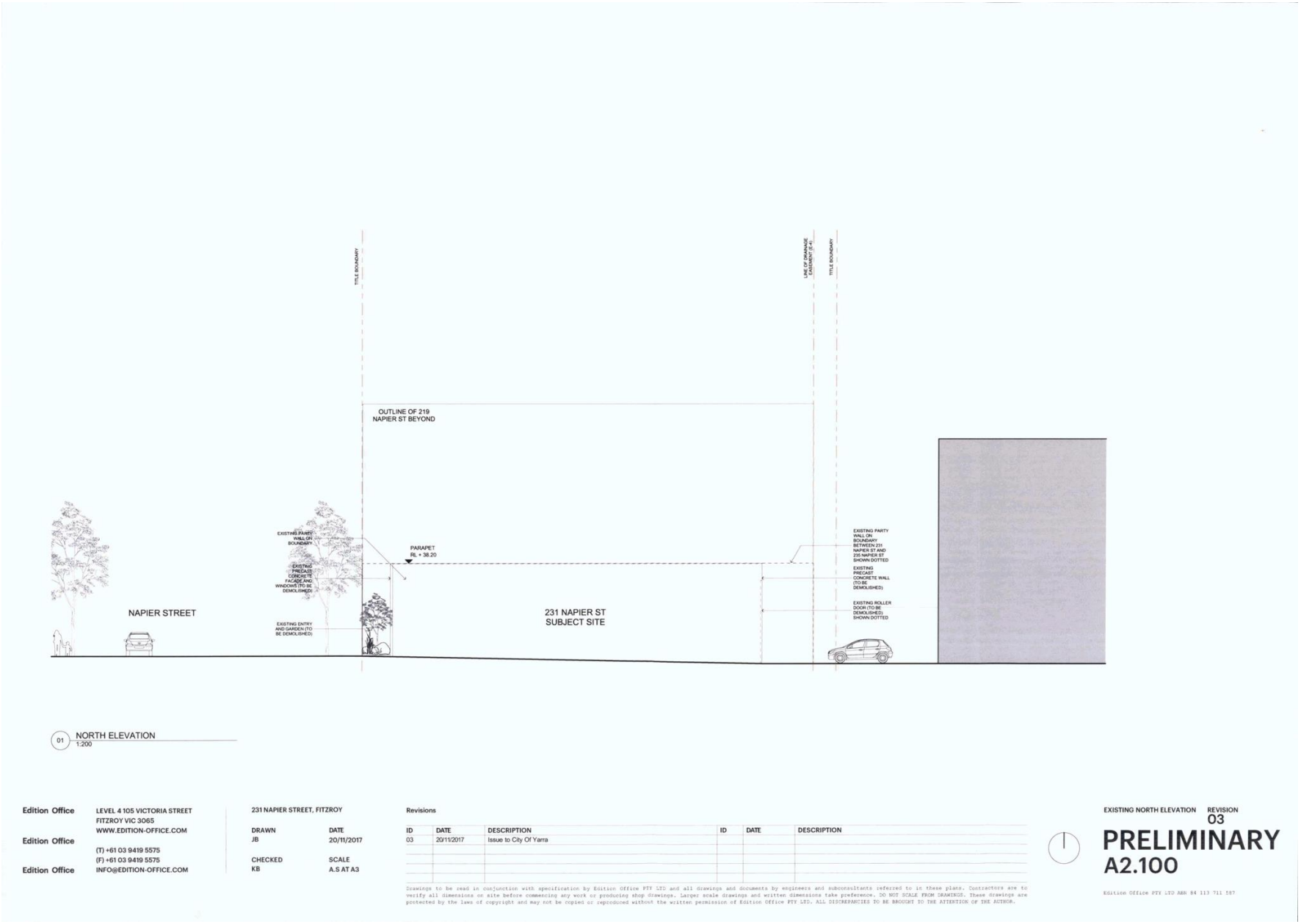
ROOF PLAN REVISION 03

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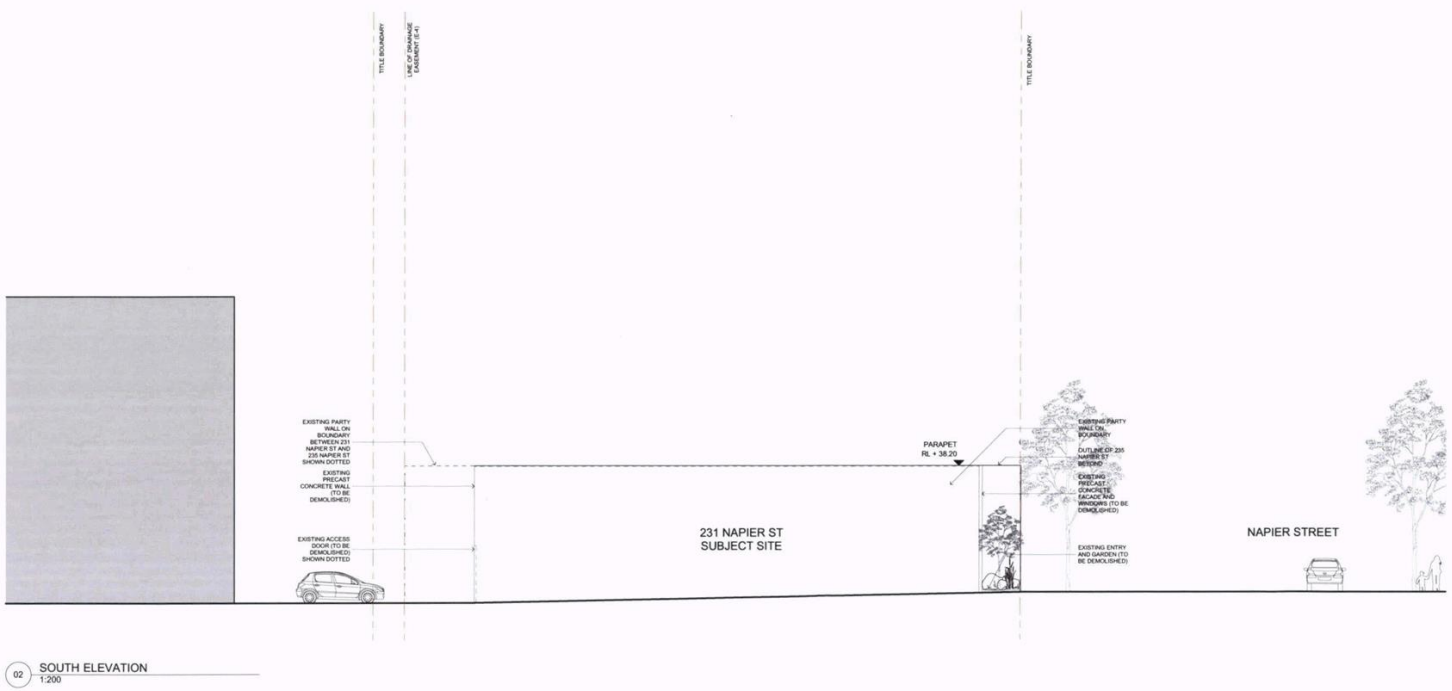
EXISTING NORTH ELEVATION REVISION 03

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A2.100

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02 SOUTH ELEVATION
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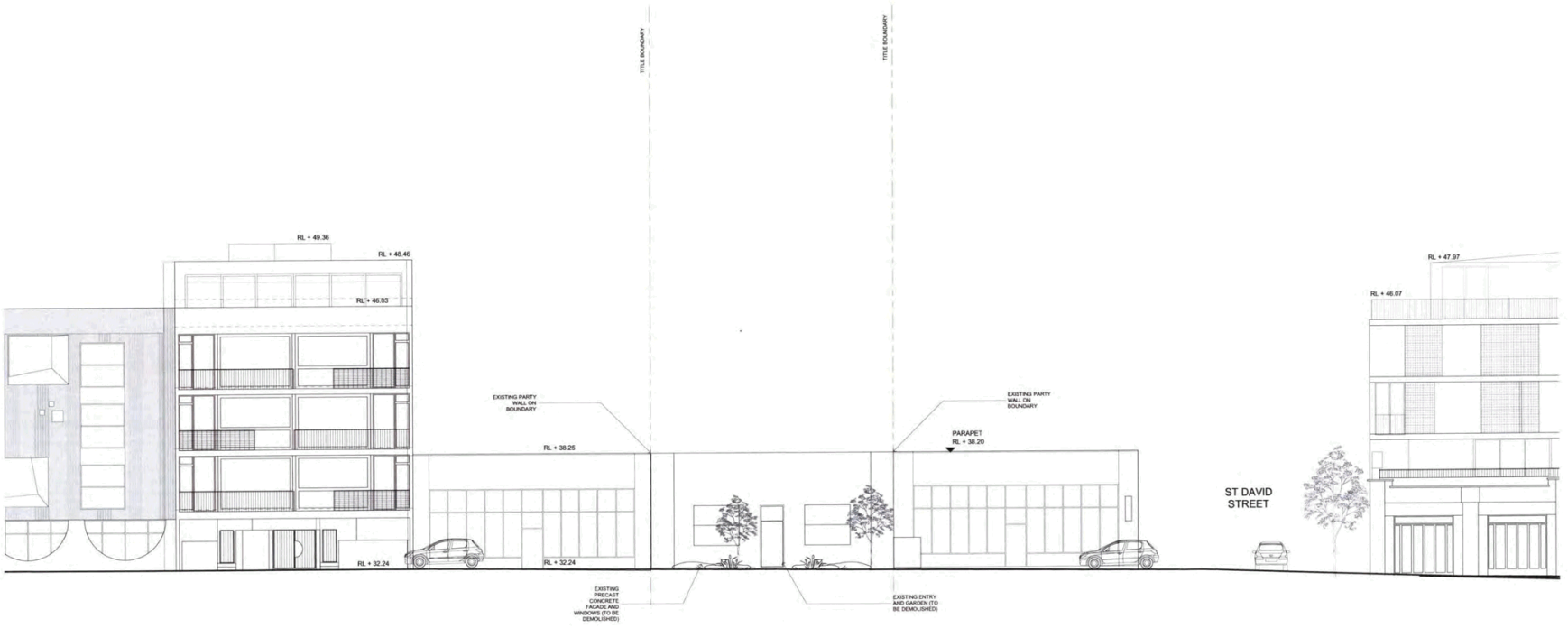
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01 EAST ELEVATION PROPOSED
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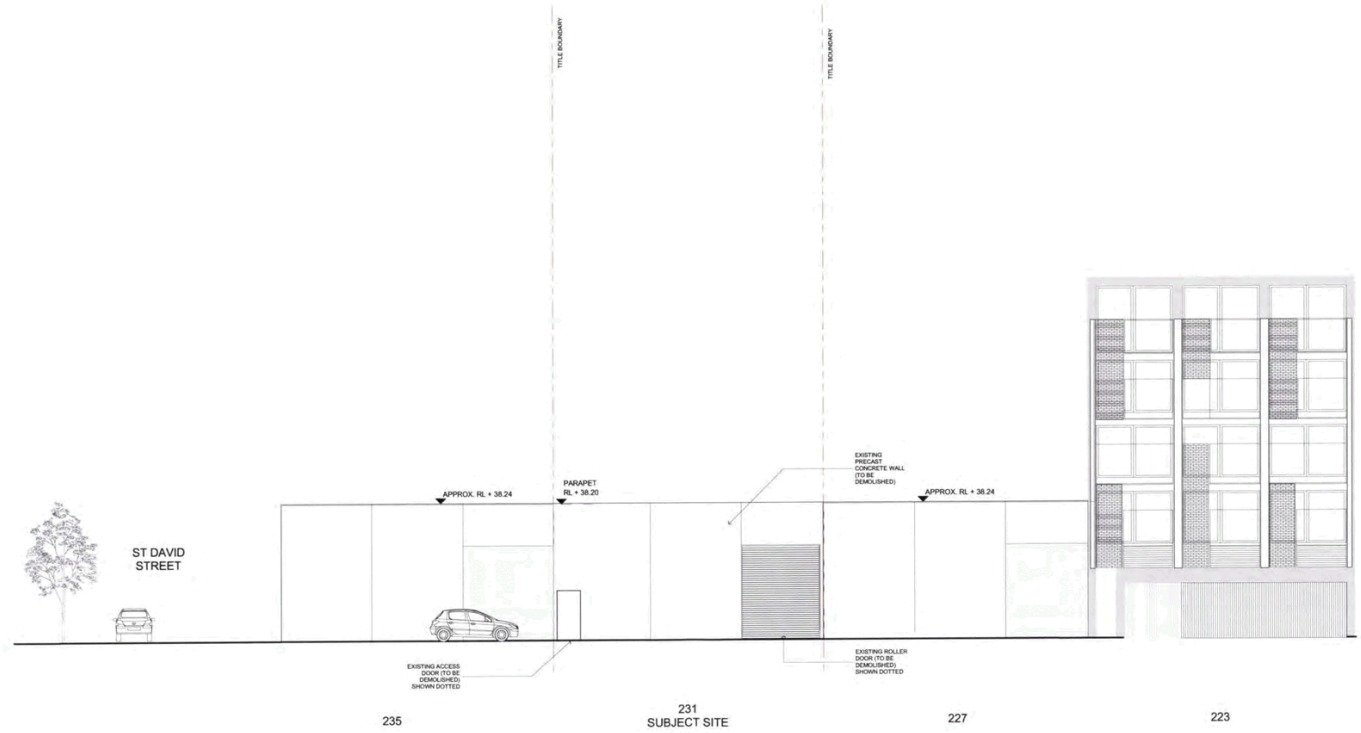
EXISTING EAST ELEVATION REVISION 03

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01 WEST ELEVATION PROPOSED
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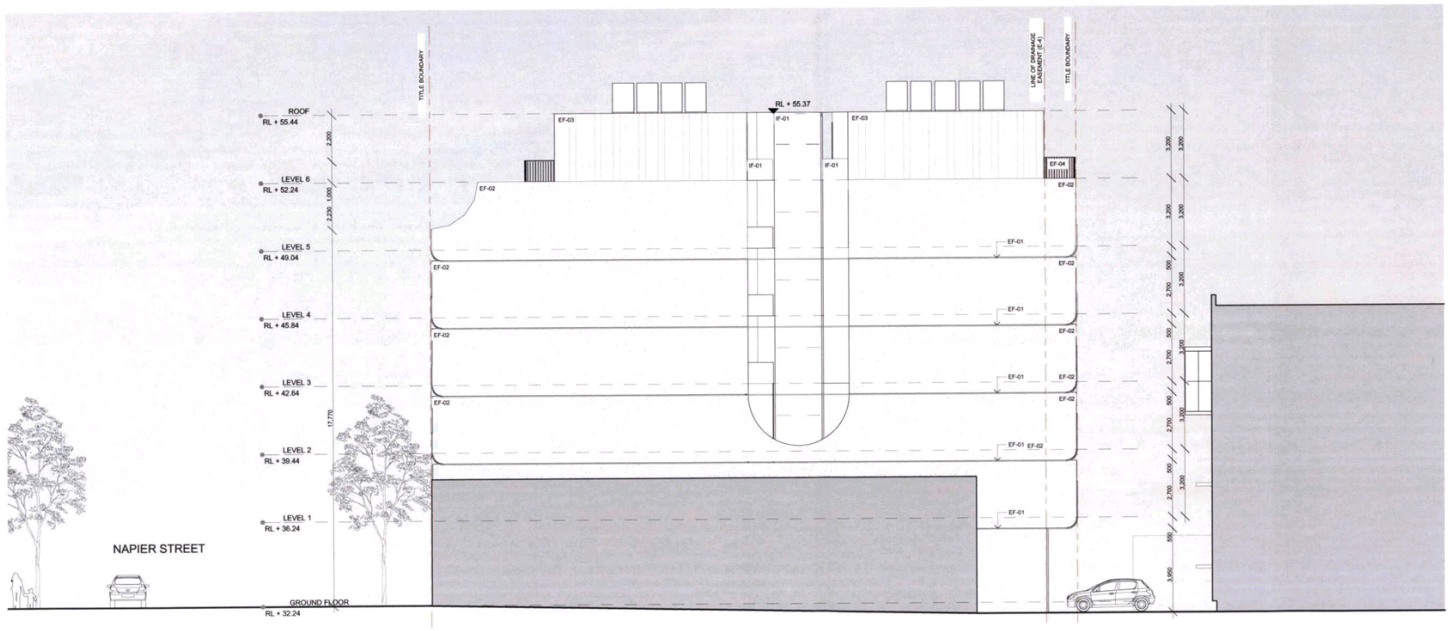
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A2.103

Edition Office PTY LTD ABN 84 113 711 587

Attachment 2 - Complete set of plans

MATERIAL LEGEND
EF01_Concrete-Polished
EF02_Concrete - Bush Hammered
EF03_Timber Boards - Black Stained
EF04_Stainless Steel - Sand Blasted Finish
EF05_Textured Glass
EF06_Blackbutt Timber Board
FF01_Concrete-Burnished
IF01_Metal-Perforated
IF02_Timber Boards - Vertical



01 ELEVATION
1:200

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231 NAPIER STREET, FITZROY

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KB	A.S AT A3

Revisions

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03	20/11/2017	Issue to City Of Yarra			

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NORTH ELEVATION

REVISION 03

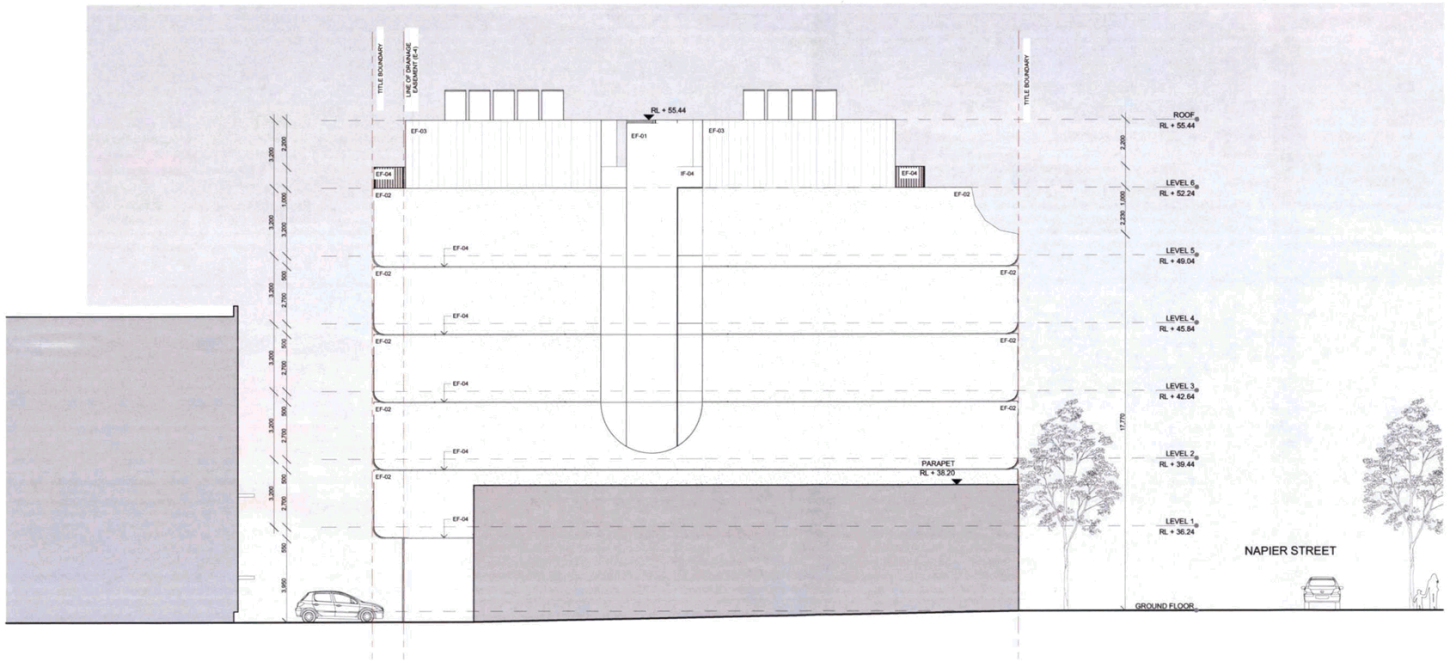
PRELIMINARY

A2.104

Edition Office PTY LTD ABN 84 113 711 587

Attachment 2 - Complete set of plans

MATERIAL LEGEND
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EF03_Timber Boards - Black Stained
EF04_Stainless Steel - Sand Blasted Finish
EF05_Textured Glass
EF06_Blackbutt Timber Board
FF01_Concrete-Burnished
IF01_Metal-Perforated
IF02_Timber Boards - Vertical



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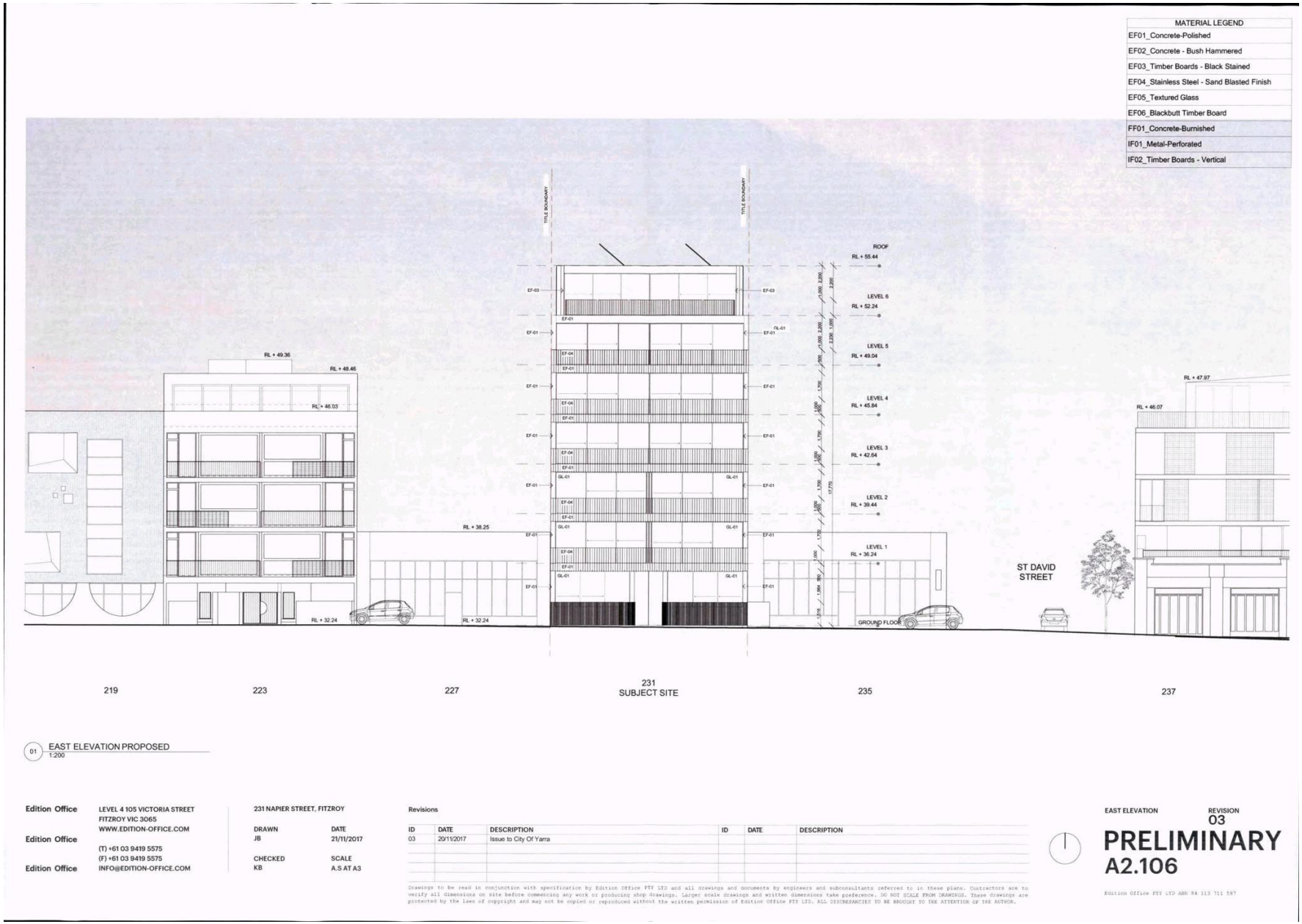
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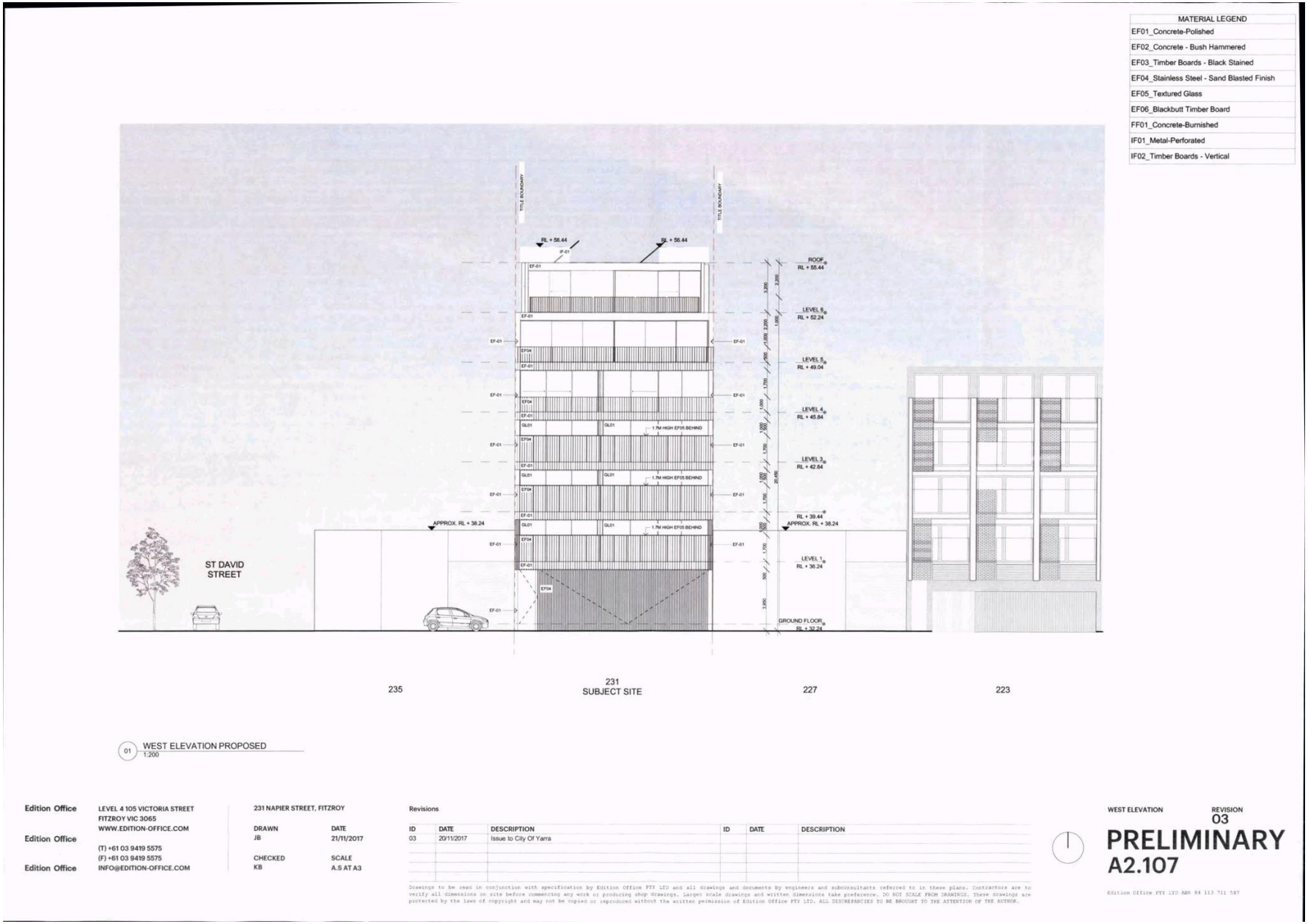
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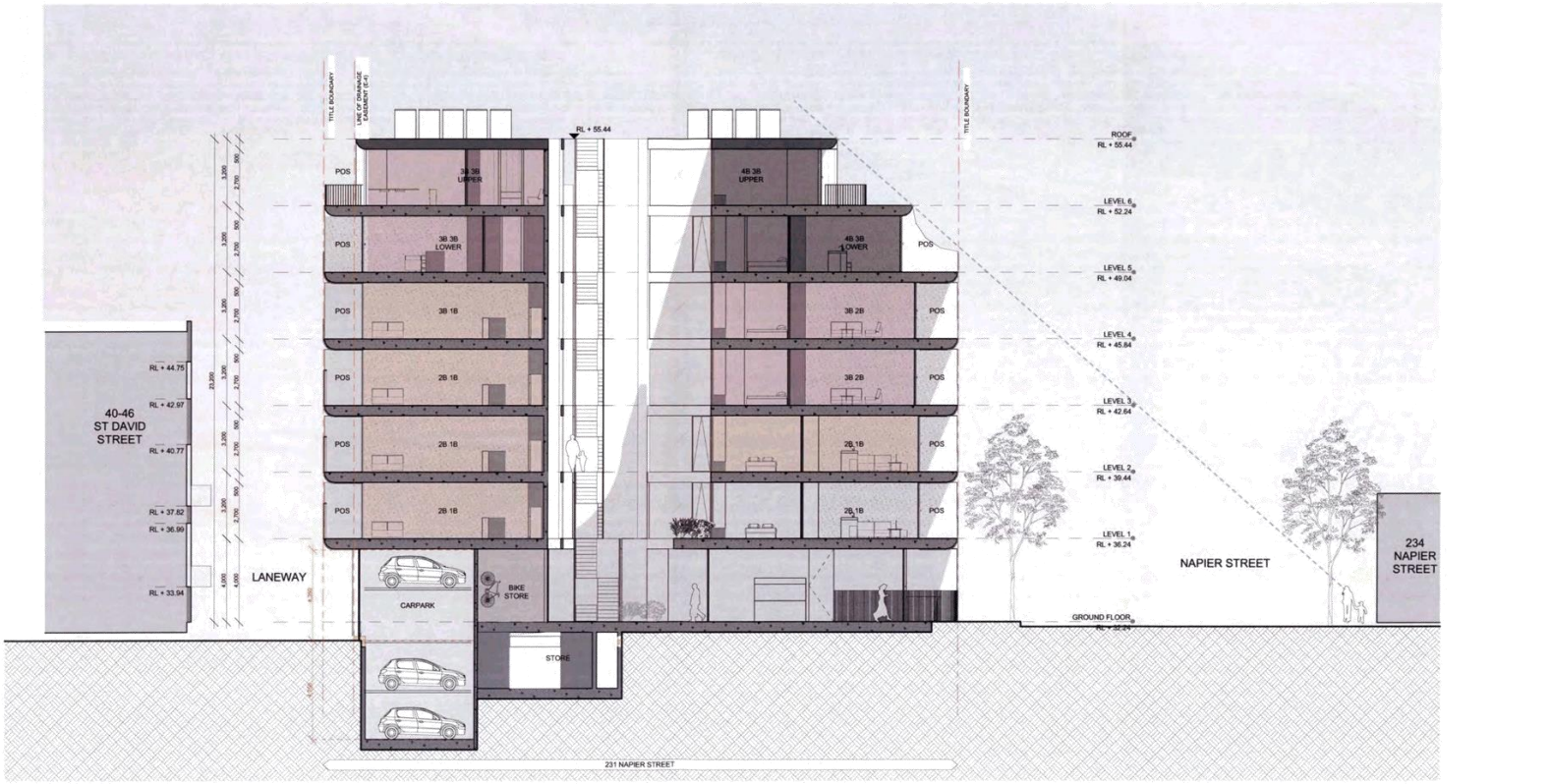
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Attachment 2 - Complete set of plans



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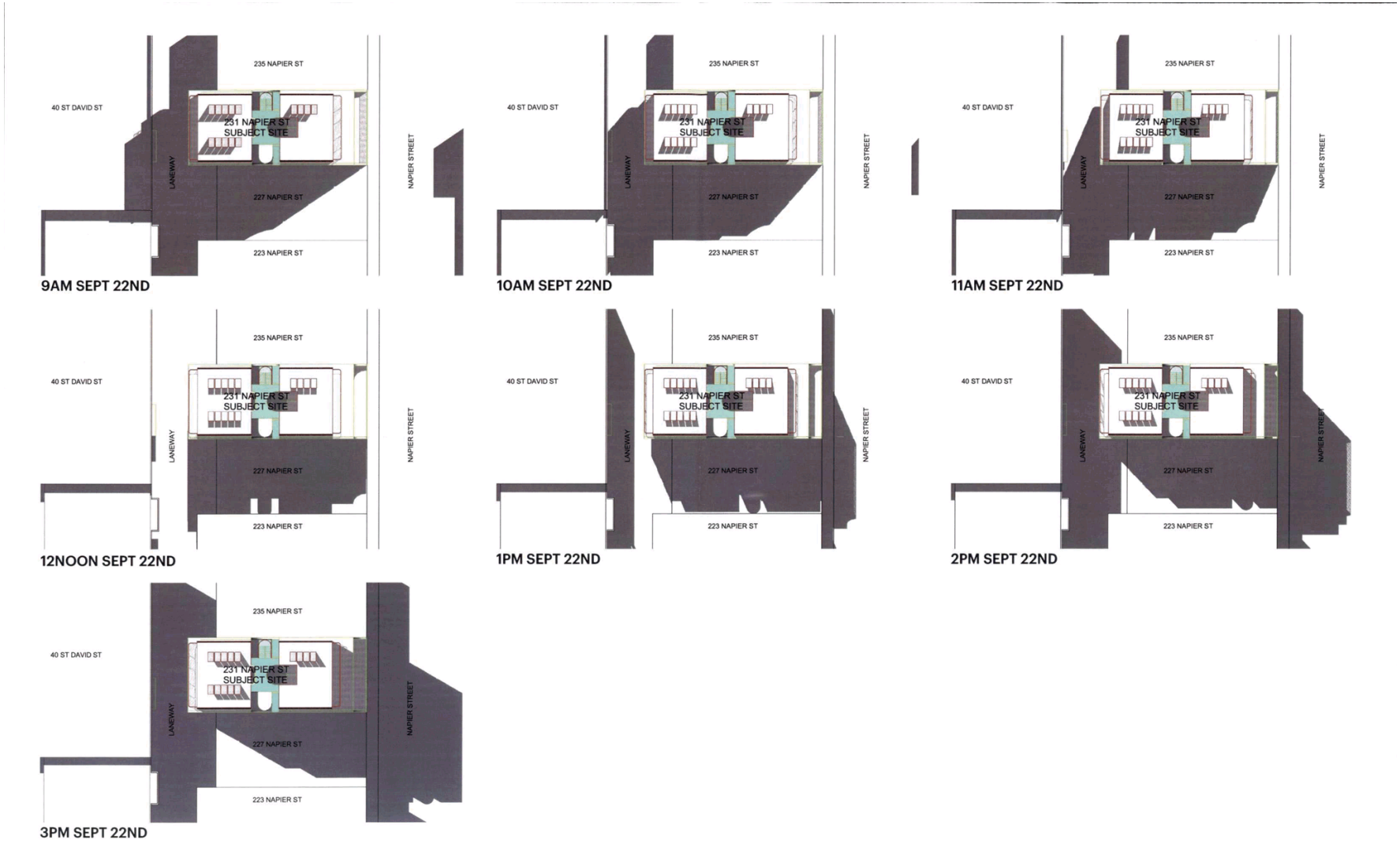
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SECTION
REVISION 03
PRELIMINARY
A3.101

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SHADOW DIAGRAM

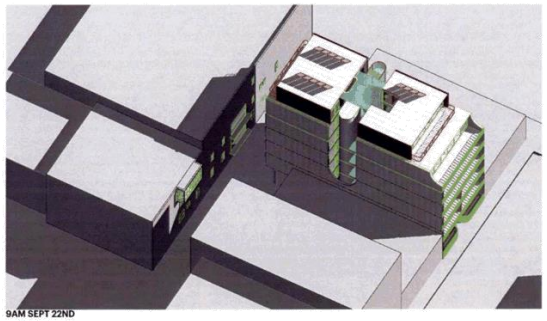
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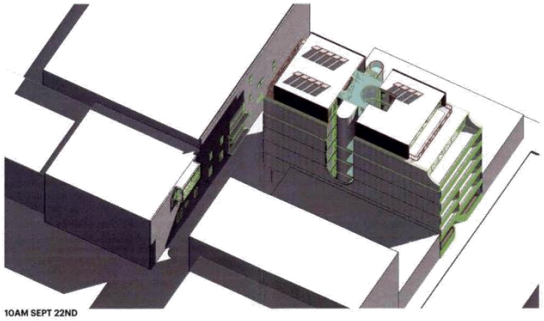
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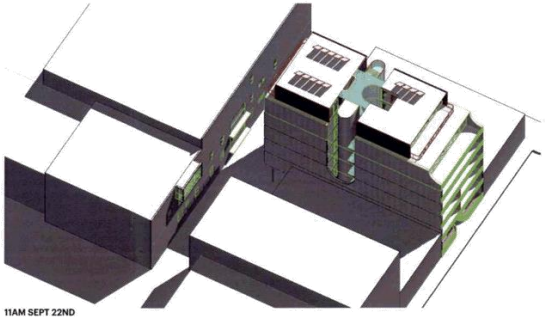
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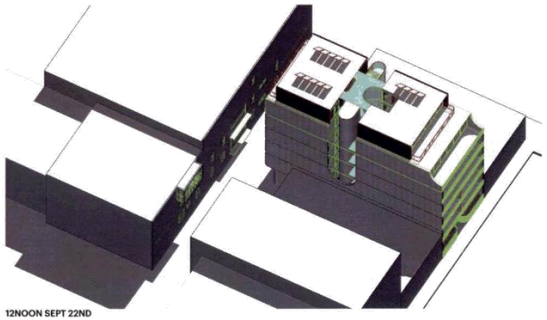
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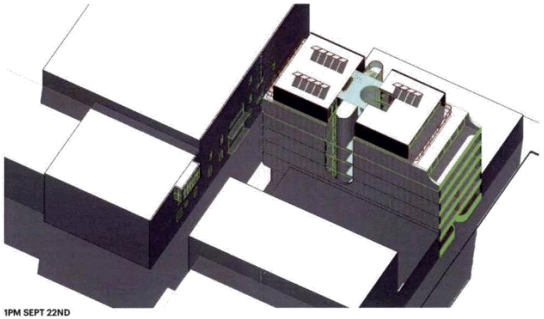
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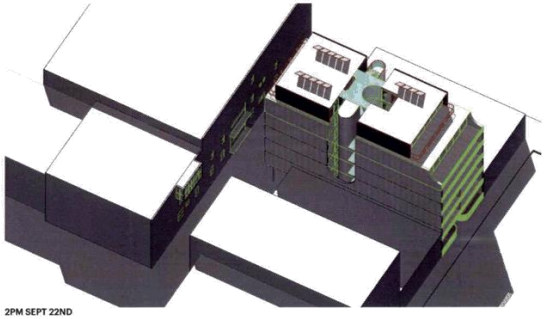

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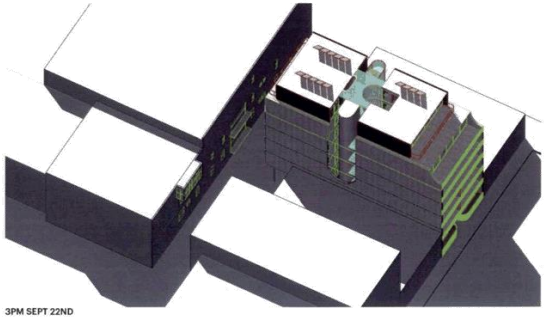

10AM SEPT 22ND


11AM SEPT 22ND


12NOON SEPT 22ND


1PM SEPT 22ND


2PM SEPT 22ND


3PM SEPT 22ND

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SHADOW DIAGRAM REVISION 03

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A8.106

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TOWN PLANNING SUBMISSION
SEPTEMBER 2017

231 NAPIER ST FITZROY

CITY OF YARRA

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1.0 ARCHITECTURAL STATEMENT

SITE

231 Napier St sits within a row of 5 similarly sized lots oriented in an east west direction. Their position on Napier St is approx. 1.5km from the CBD. 231 Napier St has an approx. site area of 394m2 and is one lot back from the corner of Napier Street and St David Street. The site is 30.71m long and 12.83m wide and includes both a part wall easement and a carriageway, sewer and drainage easement.

The immediate context comprises a mix of single, double and multi leveled residential buildings, both historic and contemporary in nature. Napier St is a comparatively wide street of approx. 20m (title to title) with substantial trees running along both curb lines. It's north south orientation provides a generous amount of natural light to the pedestrian realm and the street.

The proposed development is comprised of 18 apartments, constructed over 7 Levels with 6 one bedrooms, 8 two bedrooms, 3 three bedrooms and 1 four bedroom apartment. A below ground level area includes additional storage and a carstacker pit. Access to the site is provided on Napier St for pedestrians and to the rear via an existing laneway for vehicles.

DESIGN RESPONSE

Fitzroy's urban fabric comprises a combination of different architectural forms, styles and scales. Similarly, it's social fabric is varied and dynamic. One of Melbourne's oldest suburbs, Fitzroy has retained a rich underlay of historic buildings and motifs while supporting and celebrating contemporary professional lifestyles. The area consists of single, double, medium and large scale residential developments, as well as larger warehouses and studios.

231 Napier St is located mid block, bookended by a warehouse and a new residential development - Whitlam Place - and opposite worker's cottages and the Napier Hotel. The confluence of these urban conditions has strongly informed the design logic and process of the proposed development.

The proposal seeks to provide a new addition to this existing fabric emerging from the historic values and syntax of Fitzroy's architectural motifs, utilising contemporary design and construction techniques.

A strong focus of the project has been the analysis of the worker's cottage. Built primarily during the late 19th Century and early 20th Century, this typology - along with the terrace house - has formed the underlying character of residential buildings in the area. The materiality of these buildings, their releif patterns, the composition of windows and doors to the facade, the presentation of the architectural elevation, the rhythm of party walls that line a typical Fitzroy Street, have been studied and informed the design process from the outset.

Internally the proposal seeks to maximise amenity - natural light and views - to the full width available. The focus has also been on meeting or exceeding where possible, the Better Apartment Design Standards issued by the State Government in 2016. An assessment of each criterion is provided in an appendix to this document. The apartments themselves also acheive an average of 7 Stars using the NatHERS rating system.

TEAM

The assemblage of Milieu Property, Edition Office Architects, GIW Envronmental Solutions, Wood and Grieve Engineers and the broader consultant team has enabled a considerate, detailed and industry leading proposal at 231 Napier St.

The understanding, and consideration of context from an historic perspective and the ambition to provide a generous internal environment while ensuring an environmentally sensitive approach, have all been strong guides for the development of the proposal. The team involved feel strongly about each of these areas and, lead by Miiieu Property, are commited to ensuring this project has a positive impact on the future of the area.

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2.0 MILIEU PROPERTY AND EDITION OFFICE
ARCHITECTS

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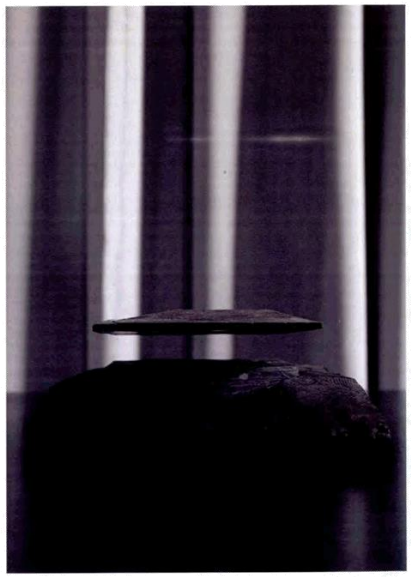
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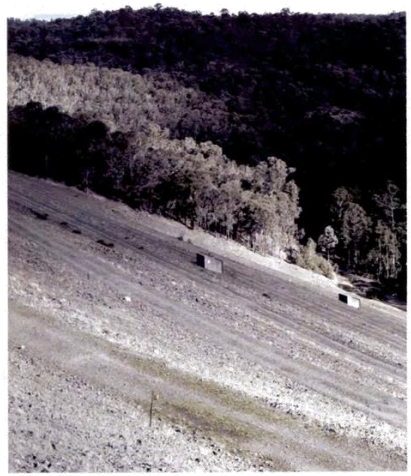
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EDITION OFFICE PREVIOUS PROJECTS
Company Profile

Edition Office is an architecture studio based in Melbourne, Australia. Through the execution of its built work and research, the practice is creating an ongoing series of figures, relics, stories and relationships; all continuing a greater investigation into material & spatial practice. Edition Office strive to constantly experiment with techniques and materials to uncover new processes that require less and less artifice.

Recent projects include the award winning Fish Creek House featured in the current issue of HOUSES and the RAFT studio fit out - a Hybrid work and living environment. A catalogue, Sites and Modifiers was published to coincide with their exhibition of the same from November 2016 and is available from URO and Perimeter Books.





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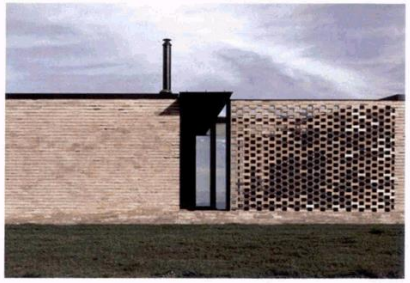
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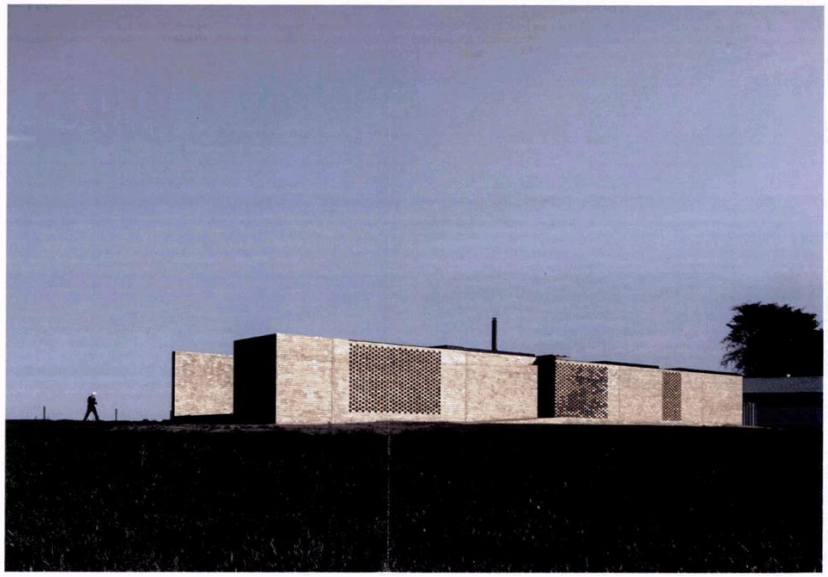
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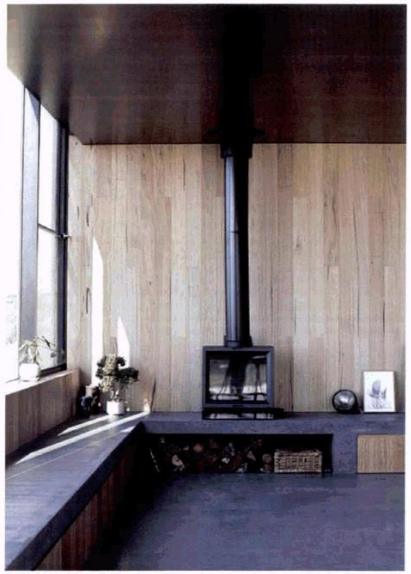
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EDITION OFFICE PREVIOUS PROJECTS
Fish Creek House









Victorian Architecture Awards 2017
- Residential Houses New Award

Houses Awards 2017
- Emerging Practice Commendation
- House Over 200m2 Award
- Sustainability Award

Thinkbrick Awards 2017
- Horbury Hunt Residential Award Finalist

Architeam Awards 2016
- Residential New Award
- Architeam Medal Winner

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EDITION OFFICE PREVIOUS PROJECTS
Raft Studio









AIA Colorbond award for Steel Architecture - VIC
2016 - Winner
AIA Interior Architecture - Commendation
AIDA 2016 Workplace Design - Shortlisted

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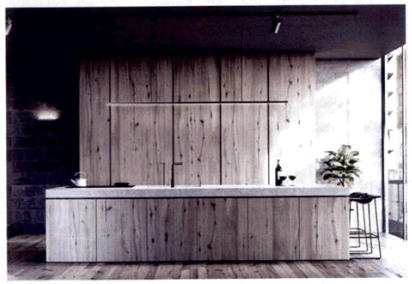
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Carlton Housing









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Hawthorn House







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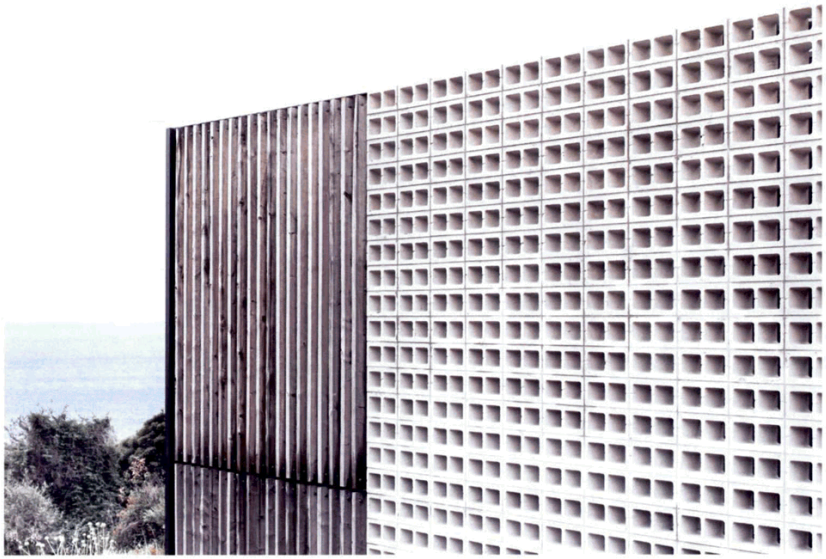
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Mount Martha House









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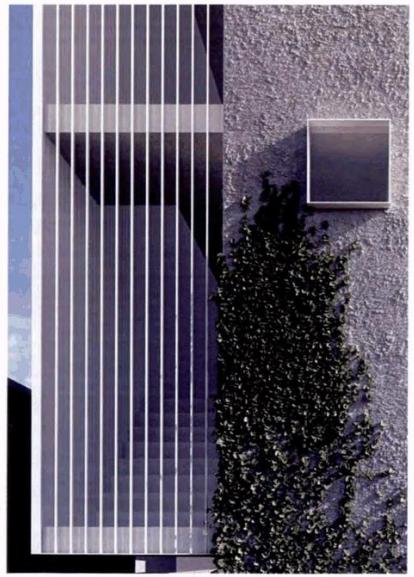
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Company Profile

True to its namesake, Milieu takes an intelligent approach to urban development, creating unique residential projects informed by their surrounds, and designed to accommodate the rigors and routines of contemporary life.

Driven by a commitment to strong architectural outcomes and progressive urban design, Milieu specialises in crafting small to medium scale developments within Melbourne's most attractive inner-city enclaves.

Working from Collingwood, we also contribute to the life of our community through a selection of pursuits that span hospitality, furniture, publishing and curating exhibitions and events.





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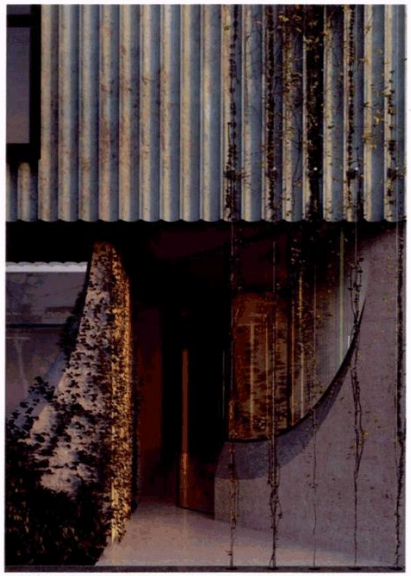
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Whitlam Place









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223 Napier Street









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231 Napier St, Fitzroy 3065

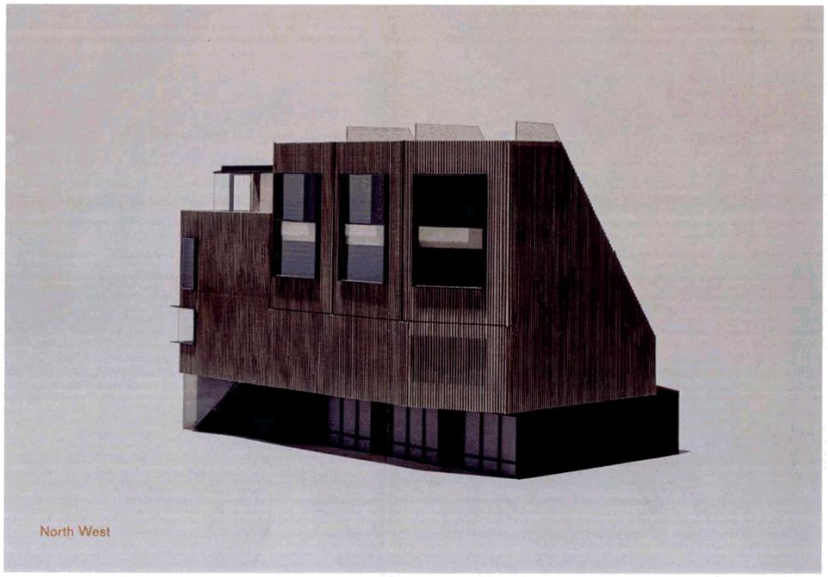
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MILIEU PREVIOUS PROJECTS
Hertford Street









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MILIEU PREVIOUS PROJECTS
Bedford Street











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231 Napier St, Fitzroy 3065

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MILIEU PREVIOUS PROJECTS
Peel Street and Campbell Street







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231 Napier St, Fitzroy 3065

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3.0 NEIGHBOURHOOD ANALYSIS

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3.0 NEIGHBOURHOOD ANALYSIS
Location

The subject site, 231 Napier St, sits in the heart of Fitzroy. Within a 200m radius from the site is access to the busy shopping and dining strip along Brunswick St, and the number 11 tram providing easy access to the CBD. A number of significant buildings also sit within this radius, including the Fiztroy Library and Town Hall, The Napier Hotel and The Rainbow Hotel. This is an amenity rich area with an engrained culture of bustling street life, cafes, shopping, galleries and professional workers.



LEGEND

1 WOOLWORTHS FITZROY
2 ST MARKS COMMUNITY CENTRE
3 FITZROY LIBRARY & TOWN HALL
4 FITZROY POLICE STATION
5 YARRA CITY COUNCIL
6 FITZROY CRECHE
7 THE NAPIER HOTEL
8 THE RAINBOW HOTEL
9 FITZROY MARKET
10 FITZROY PRIMARY SCHOOL

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231 Napier St, Fitzroy 3065

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3.0 NEIGHBOURHOOD ANALYSIS
Site and Surrounds

The immediate built context of the site includes a variety of scales and uses, ranging from single storey worker's cottages built in the early 20th century, to larger pubs and civic buildings, to mid and large scale multi-residential developments. In particular, adjacent to the subject site includes the 4 and 5 storey developments The Whitlam, 223 Napier and 237-253 Napier St.
The historic built framework of the area again comprises a mix of old warehouses that occupy their full site footprint and single dwellings providing private open space in the form of courtyards and small rear gardens.



LEGEND

- SUBJECT SITE
- 4 NUMBER OF STOREYS
- WALKING DISTANCE FROM SITE
- 235 LOT NUMBER

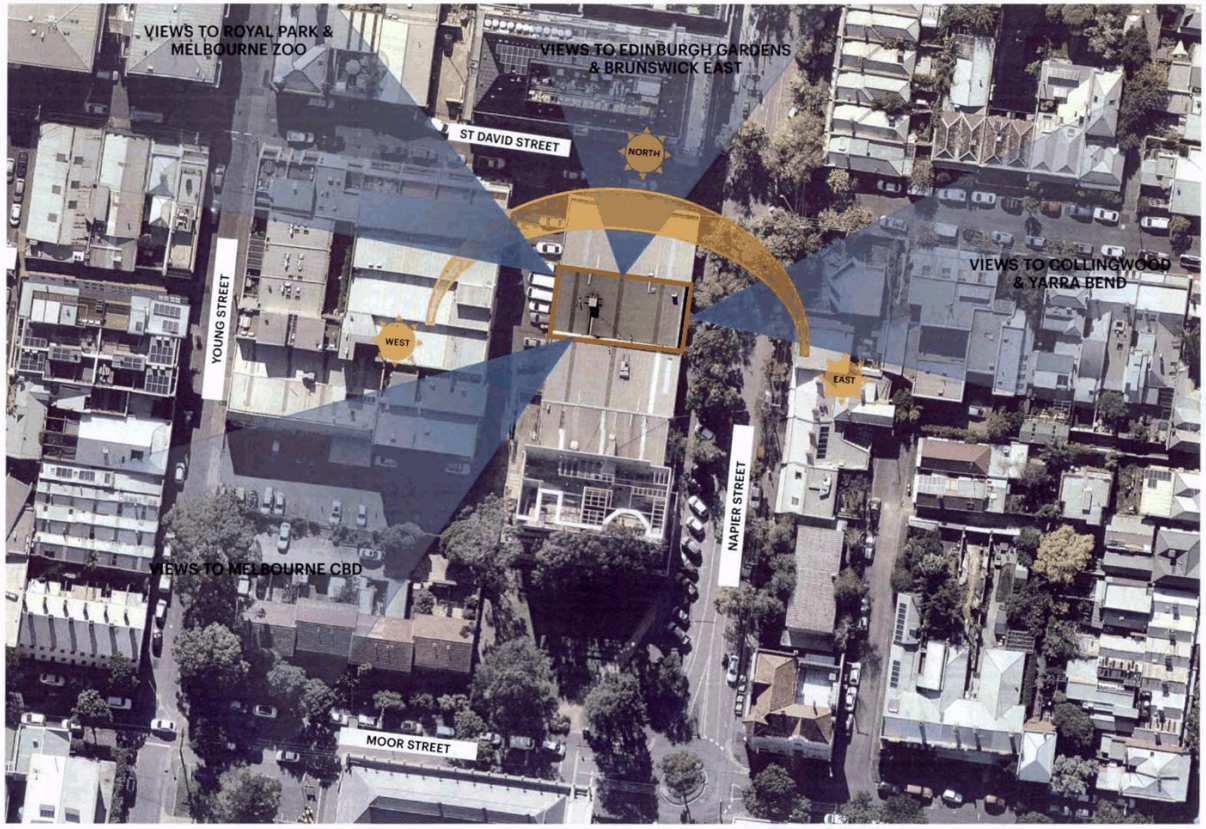
231 Napier St, Fitzroy 3065

Attachment 2 - Complete set of plans

Edition Office

3.0 NEIGHBOURHOOD ANALYSIS
Site Analysis

231 Napier St is one parcel within a row of 5 similarly sized properties along Napier St between Moor St and St David St. To the north and south lie single storey existing warehouse buildings on sites which represent significant future development potential.
The existing conditions however allow uninterrupted access to east, north and west daylight and at a level above the adjacent warehouses, unimpeded views to the north and back to the CBD.



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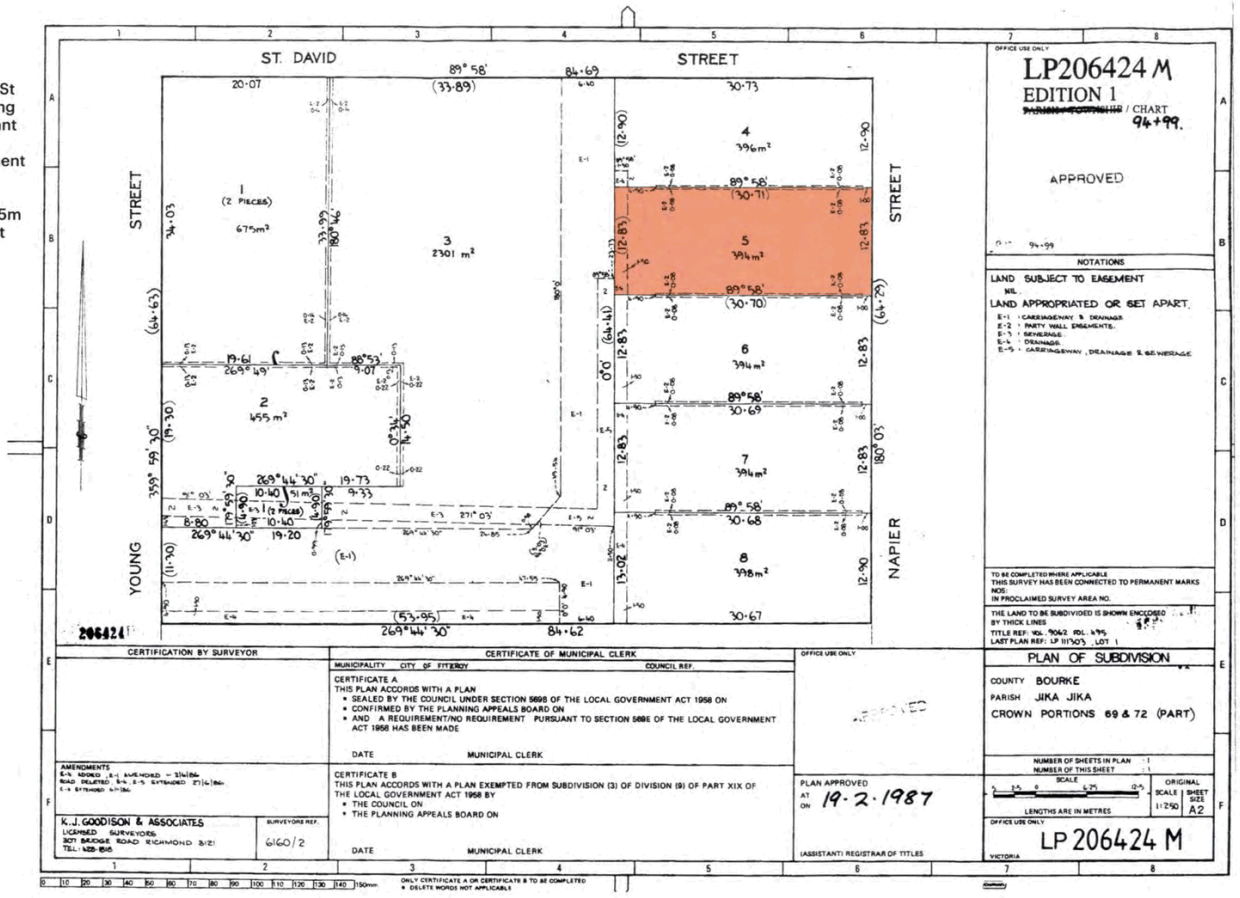
231 Napier St, Fitzroy 3065

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3.0 NEIGHBOURHOOD ANALYSIS
Title

231 Napier St is one parcel within a row of 5 similarly sized properties along Napier St between Moor St and St David St. To the north and south lie single storey existing warehouse buildings on sites which represent significant future development potential.
To the rear, a laneway covered by a carriageway easement (E-1) connecting properties back to St David St and through to Young St. Along the western side of the property is a drainage easement (E-4) approximately 1.5m in width. The north and south boundaries of the subject site also have an 80mm party wall easement (E-3).



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231 Napier St, Fitzroy 3065

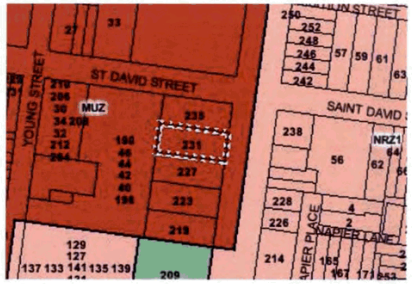
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Attachment 2 - Complete set of plans

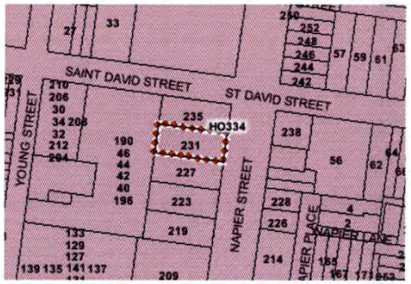
Edition Office

3.0 NEIGHBOURHOOD ANALYSIS
Planning Context



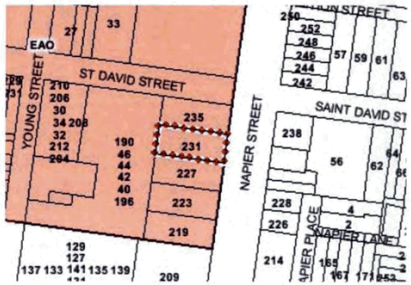
MIXED USE ZONE (MUZ)
SCHEDULE TO THE MIXED USE ZONE

The subject site is situated within a mixed use zone (MUZ) the purpose of which is to implement the State, Local and Municipal Framework and policies, to provide a range of residential, commercial, industrial and other use developments, to provide for housing at higher densities, to encourage development that responds to the existing or preferred neighbourhood character, to facilitate the use and development of the land in accordance with the objectives specified in the schedule to this zone.
No specific objectives exist for Clause 54 and 55 in the schedule to this zone.



HERITAGE OVERLAY (HO)
HERITAGE OVERLAY SCHEDULE (HO334)

The subject site is covered by a Heritage Overlay (HO) and is subject to the Schedule HO334. The purpose of this overlay is to conserve and enhance heritage places of natural or cultural significance, to conserve and enhance those elements that contribute to the significance of heritage places, to ensure that development does not adversely affect the significance of heritage places, to conserve specifically identified heritage places.
The site is situated within the South Fitzroy Precinct and therefore no controls apply to external paint, internal alterations, trees, outbuildings of fences and the existing building is not included on the Victorian Heritage Register.



ENVIRONMENTAL AUDIT OVERLAY (EAO)

The subject site is covered by and Environmental Audit Overlay, the purpose of which is to ensure that potentially contaminated land is suitable for a use which could be signigicantly adversely affected by any contamination. Before a senstive use commences or before construction commences either an environmental audit must be carried out and the land certified or a letter must be provided by and environmental auditor stating the land is suitable for its intended use.

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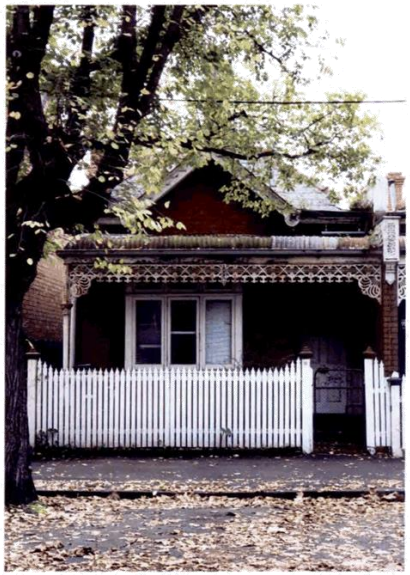
231 Napier St, Fitzroy 3065

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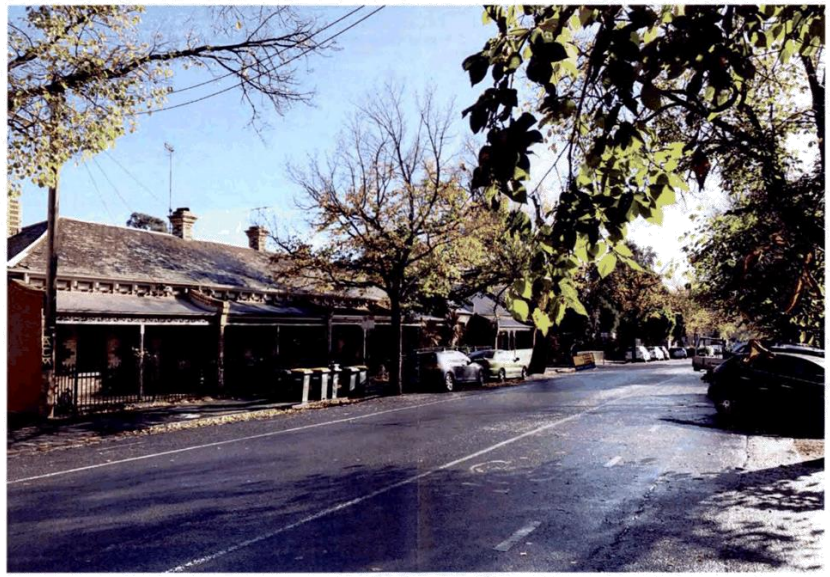
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3.0 NEIGHBOURHOOD ANALYSIS
Neighbourhood Character

While the subject site is located within a mixed use zone, comprising of substantial warehouse and commercial buildings, the historic urban fabric also holds many low scale worker's cottages built during the early 20th century. These buildings form a consistent rhythm along many of Fitzroy's residential streets, with a typical width of 4-5m articulated by brick party walls that come to the edge of each property.







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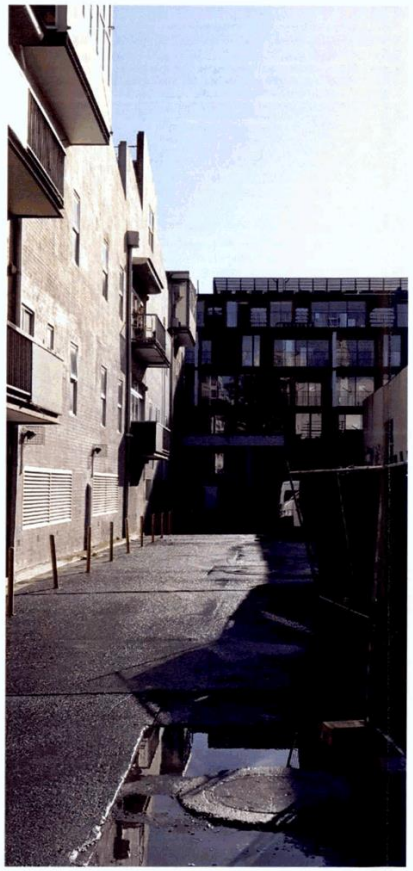
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3.0 NEIGHBOURHOOD ANALYSIS
Neighbourhood Character

The mixed use area contains a mixture of medium to large scale projects - a result of contemporary developments on larger sites, typically replacing old warehouses. Adjacent to the subject site in particular are a number of 4-6 storey buildings.







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231 Napier St, Fitzroy 3065

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4.0 SITE ANALYSIS

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4.0 SITE ANALYSIS
Existing Conditions

The adjacent images show the existing conditions on Napier St, and it's collection of single, double and multi-storey buildings. There are also a number of multi-storey residential projects being constructed along Napier St and an existing double storey residential building directly opposite. The street contains a number of large established trees on both sides of the road reducing the impact of medium scale developments to pedestrians. The street width, property boundary to property boundary is approximately 21m.

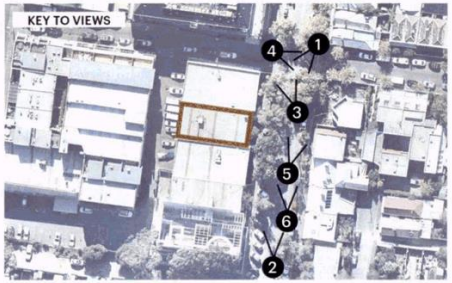














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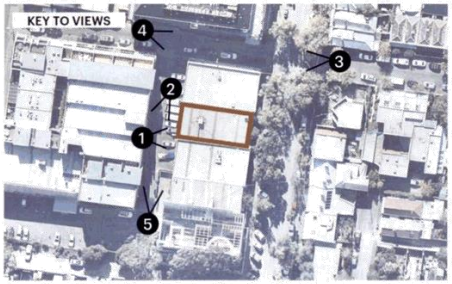
231 Napier St, Fitzroy 3065

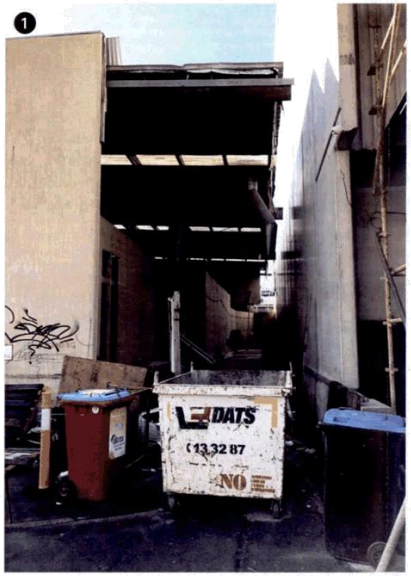
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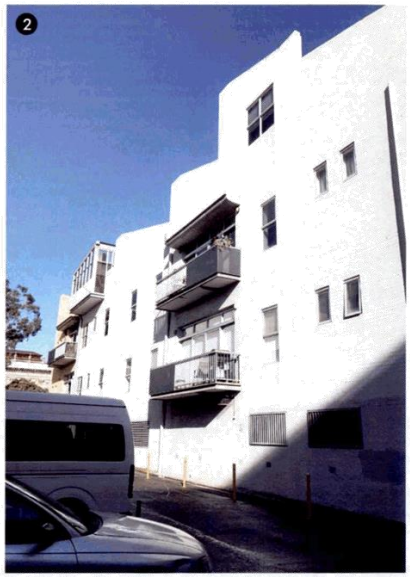
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4.0 SITE ANALYSIS
Existing Conditions

To the rear of the site is a laneway providing access to the rear of the Napier St properties. This laneway is currently used as parking and loading to these existing Napier St businesses and is the approved access to the rear parking of new residential developments at 219 and 223 Napier St. A survey of habitable windows to the residential properties across the lane has been obtained and provided on page 19.













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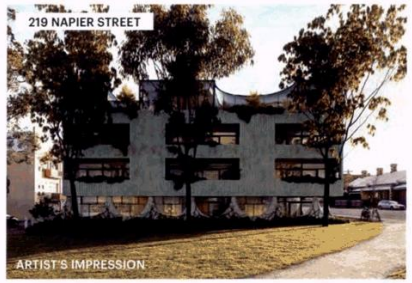
231 Napier St, Fitzroy 3065

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4.0 SITE ANALYSIS
Surrounding Developments

The subject site is adjacent to significant, high quality residential developments, namely the Whitlam at 219 Napier St, 223 Napier St and 237 Napier St. The proposed development continues this trajectory by proposing further high quality residential apartments to service this mixed use zone.









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231 Napier St, Fitzroy 3065

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5.0 HISTORIC FRAMEWORK

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5.0 HISTORIC FRAMEWORK
Heritage Statement

The subject site is located at 231 Napier St within the South Fitzroy Precinct and is covered by a Heritage Overlay. The built fabric of the street consists of a combinaiton of medium to large scale contemporary residential developments, commercial warehouses, single to double storey worker's cottages and terrace houses.

The City of Yarra Heritage Review (2007) states that the South Fitrzroy Precinct (HO334) is significant:

- As the earliest urban area outside the Melbourne City grid to be settled in the Melbourne municipality, with several buildings from the mid nineteenth century surviving as testimony to its early establishment;
- For the unusually high number of early Victorian-era and some Regency period buildings, being generally simply detailed and a clear reflection of the early date of Fitzroy's settlement.
- As evidence of early government planning controls or Acts of Parliament, from the 1850s, that aimed to solve street alignment problems in this privately planned suburb, arising from a hitherto lack of co-ordination between neighbouring allotment owners
- As a good example of the successful application of the Act for Regulating Buildings and Party Walls, and for Preventing Mischiefs by Fire in the City of Melbourne (Melbourne Building Act 1849), which forced the use of fireproof construction and gave South Fitzroy a character distinct from other inner suburbs such as Richmond and Collingwood, that have a greater proportion of Victorian-era timber buildings.
- As a substantially intact collection of predominantly mid to late nineteenth and early twentieth century building stock, interspersed with well preserved inter-war residential, commercial, retail and industrial buildings that contribute to the historical character of the area.
- For the relatively large number of individually significant buildings, being predominantly solid masonry rather than clad with timber, largely as a result of the Melbourne Building Act, 1849
- For the ornate and exuberant detail of many late nineteenth and early twentieth century buildings in the suburb, reflecting the affluence of many of the inhabitants of this area, particularly in the late 19th century.
- For the early street, lane and allotment layouts, some original bluestone kerbs, paving and guttering, and some mature exotic street trees, providing an appropriate setting for this collection of residential, retail, commercial and industrial buildings.
- For the landmark qualities of some large factory and warehouse buildings from the late 19th and earlier 20th century, such as the MacRobertson confectionary complex which are significant features in the skyline of this predominantly low rise suburb; and
- For the major early institutions that developed on its fringes, in particular, St Vincent's Hospital and The Convent of Mercy, as closely linked with the area's history, education and welfare within the metropolitan area.

The subject site sits within a row of 5 similarly sized plots along Napier St bordered by St David St and Moor St/Whitlam Place. Both 219 and 223 Napier St are currently under development as multi-residential buildings. Further to the north is a significant addition to 237 Napier St currently nearing completion. To the rear of the site is a laneway providing vehicular access and daylight access to existing habitable windows of adjacent buildings. Beyond this the built form is varied from single dwelling early twenthieth century worker's cottages, to double storey terraces, and multi-storey developments.

These existing buildings and their architectural language or "rules" have formed the direction of the proposed development's design, along with the City of Yarra's heritage and development frameworks. The massing of the project also responds to the City of Yarra's Heritage Review which states:

The Heritage Overlay Area contributory elements include (but not exclusively) mainly detached and attached Victorian-era and Edwardian-era houses, having typically:

- One and two storey wall heights but with some isolated landmark 3-5 storey buildings

The materials of the proposal are consistent with the nature of the area, being primarily masonry or rendered masonry since the incorporation of the Building Act requiring all buildings without setbacks to be constructed from brick or stone. As a result of the Melbourne Building Act, 1850s Fitzroy buildings were typically cement finished bluestone or brick, exposed rough-face bluestone, or exposed brick. This language of rough masonry combined with finely crafted metal work is prominent in the proposed design seen in the proposed exposed aggregate rough concrete and finely detailed metal balustrades.

The historic studies that have informed the design process of the proposal go further than the external treatment to ensure the project is generous internally and has a lasting legacy. The plans of the existing heritage worker's cottages and terrace houses have formed a component of the study of the heritage area and have informed the layouts of the apartments. This combination of materiality and spatial experience, both reinvigorated to a design that is appropriate to contemporary lifestyles, ensures that the project "feels" like it's part of the growth of the area into the 21st century.

Attachment 2 - Complete set of plans

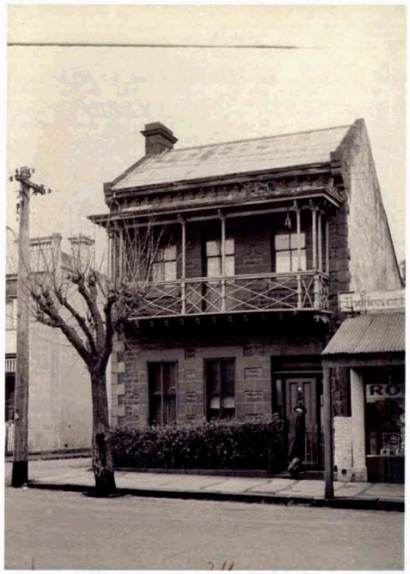
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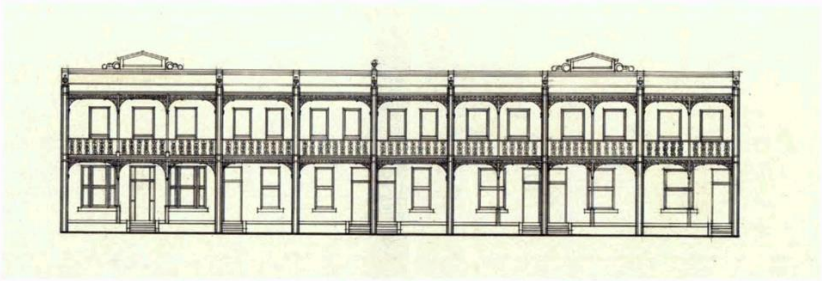
5.0 HISTORIC FRAMEWORK
Terrace House Studies

In keeping with both the Council Framework and Heritage Overlay for the South Fitzroy Precinct, the design process positions the proposal within an historic lineage. Intrinsic to the design proposal is the presence of a built form and articulated legacy, brought into a contemporary aesthetic using contemporary materials and craft. This process of firstly understanding the past before proposing a design response ensures the aesthetic and experience of the project both internal and externally will form an enduring legacy into the future.

The terrace house, a prominent typology of the area, forms a basis for the analysis of the built form of Fitzroy. The rhythm of party walls that articulate the street wall establishes the character of streets throughout the precinct, and the "attached" lightweight balconies with their filigree of cast iron lacework are a recognisable feature of the architecture of the time.

In form, the party walls also present a dynamism as they hit the street, often curving out to the street edge. Similarly at their peak they show a sweep back to the roof line.









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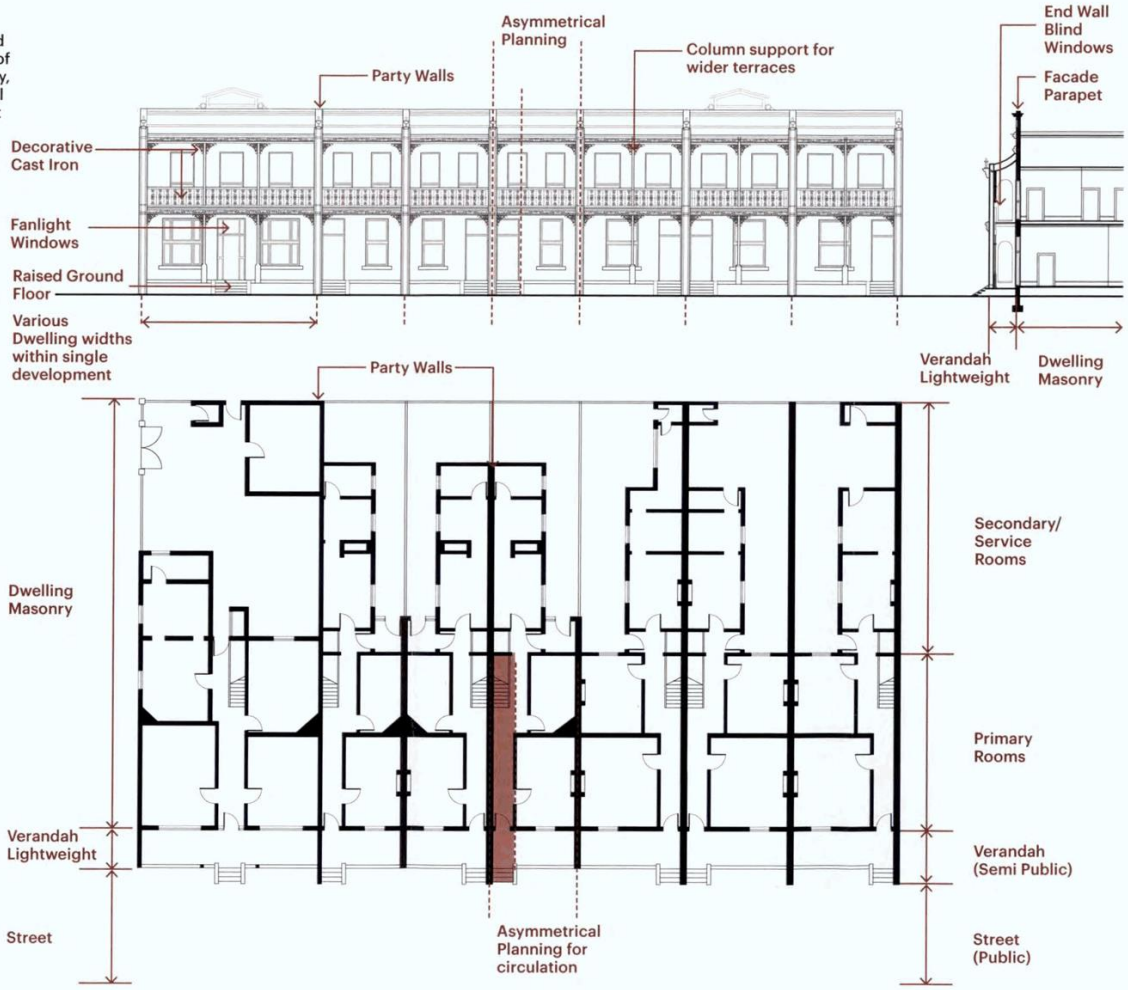
231 Napier St, Fitzroy 3065

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5.0 HISTORIC FRAMEWORK
Terrace House Studies

The composition of the historic terrace house facade and the planning of each dwelling has formed a major focus of the design process from the outset. The simple symmetry, articulated party walls and the position of entries have all been carried through to the design proposal. To the right is an elevation showing these features. Of interest is the positon of the door or entry once the dwelling allows for the width of two rooms either side of the hallway. In this scenario, on a site wider than the typical 4.5-5m wide single storey worker's cottage, the entry is centralised.



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231 Napier St, Fitzroy 3065

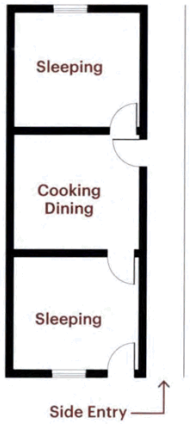
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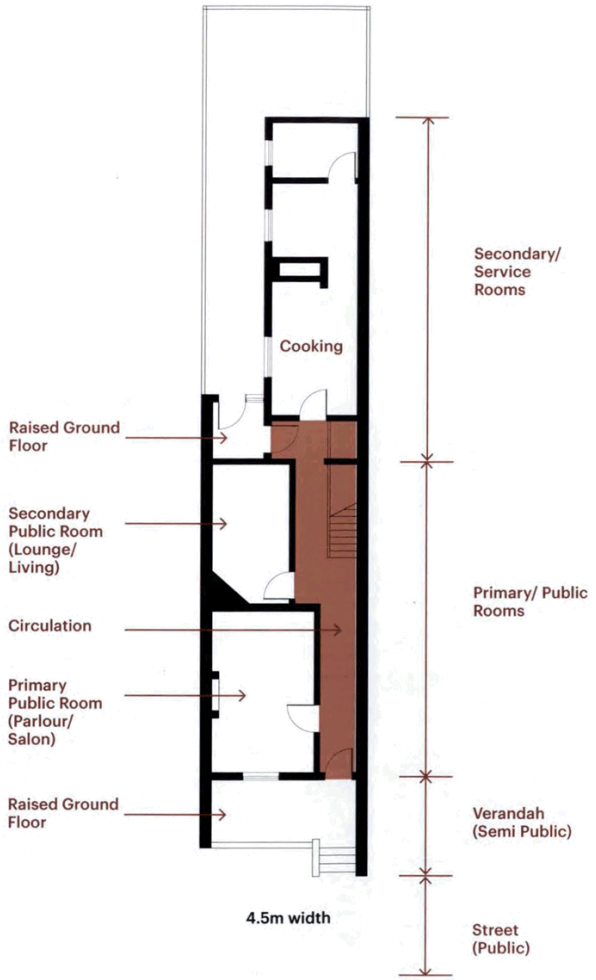
5.0 HISTORIC FRAMEWORK
Terrace House Studies

In plan to the right is the original floor layout of these dwellngs, typically fronted with a parlour or bedroom and a second room behind, often for dining. A hallway runs alongside this layout leading both to stairs or to the rear and more utilitarian end of the house with a kitchen, pantry, laundry and bathroom to the rear.

This is a highly adaptable plan and has been remodelled and replanned for decades since. Of note is the tendency for contemporary renovations to bring the utilitarian aspects of the plan to the centre and open up to the rear, pushing the living and dining areas to the back with access to a private garden. This remodelling has also informed the planning of the apartments in the contemporary proposal, prioritising the living spaces and their access to views and outdoor spaces while condensing as much as possilbe the core utilities of the plan.



Early Single Storey Terrace without corridor



Typical Double Storey Terrace with corridor

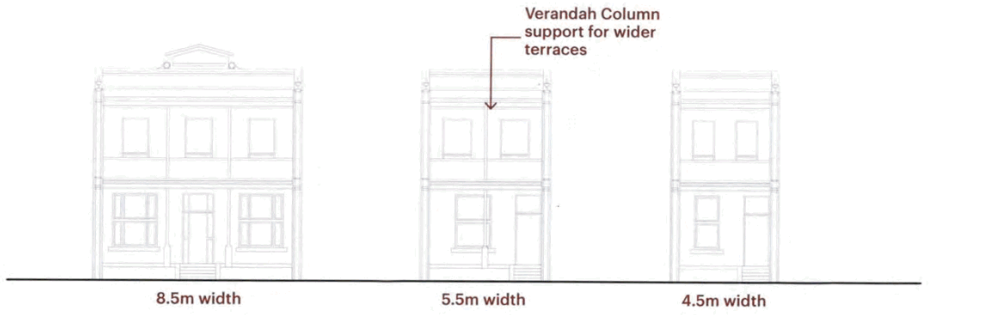
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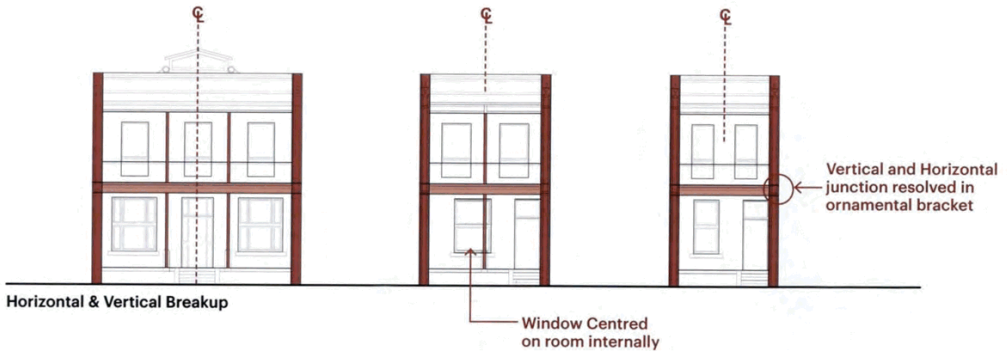
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5.0 HISTORIC FRAMEWORK
Terrace House Studies
Elevations

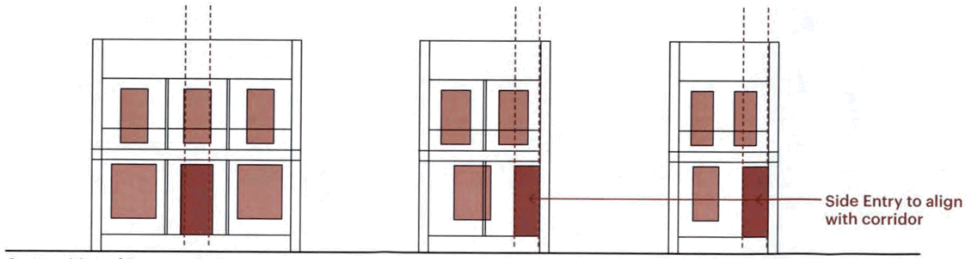
Breaking down the elevational composition of the historic terrace house facade has provided a starting point for a contemporary proposition using or playing with the same syntax or language.

Of particular interest was the relationship or dialogue between the horizontal and vertical facade articulation. Adjacent are diagrams showcasing these studies. The relationship between the highly articulated verandah posts and horizontal width of the property, the grander composition of the party walls and the expressed horizontal balcony line, as well as the position and number of windows in realtion to the entry all provided points for design intervention.





Horizontal & Vertical Breakup



Composition of Fenestrations

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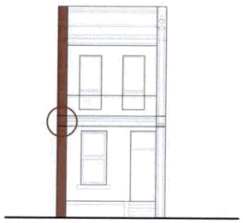
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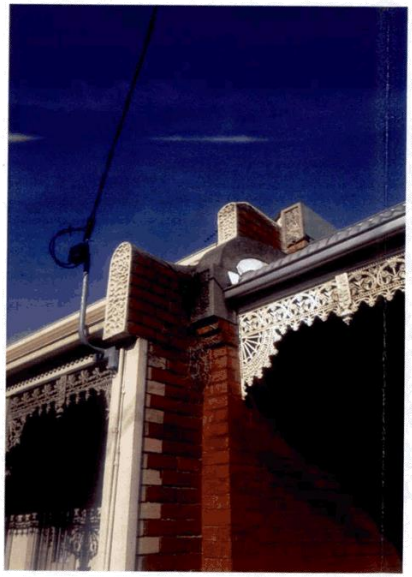
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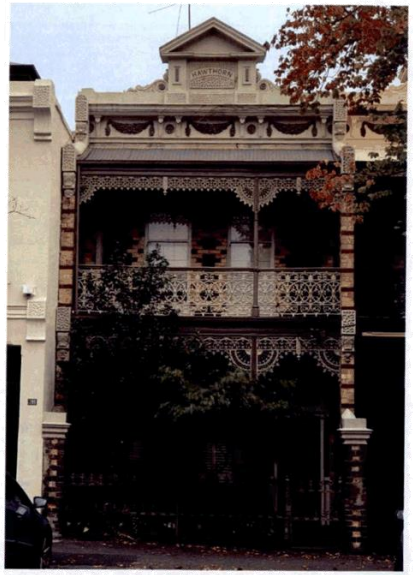
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5.0 HISTORIC FRAMEWORK
Terrace House Studies
Party Walls & Brackets

These photos show examples of this dialogue between horizontal and vertical, often expressed with an ornamental "bracket" or "knuckle". This bracket is a highly articulated moment, an addition to the facade often in stucco or cement render and occasionally forming a figure or face on the facade. The more contemporary proposition subverts this idea with a removal of detail rather than an applied addition.

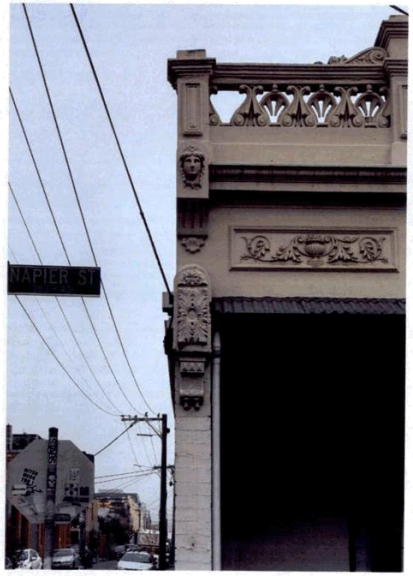












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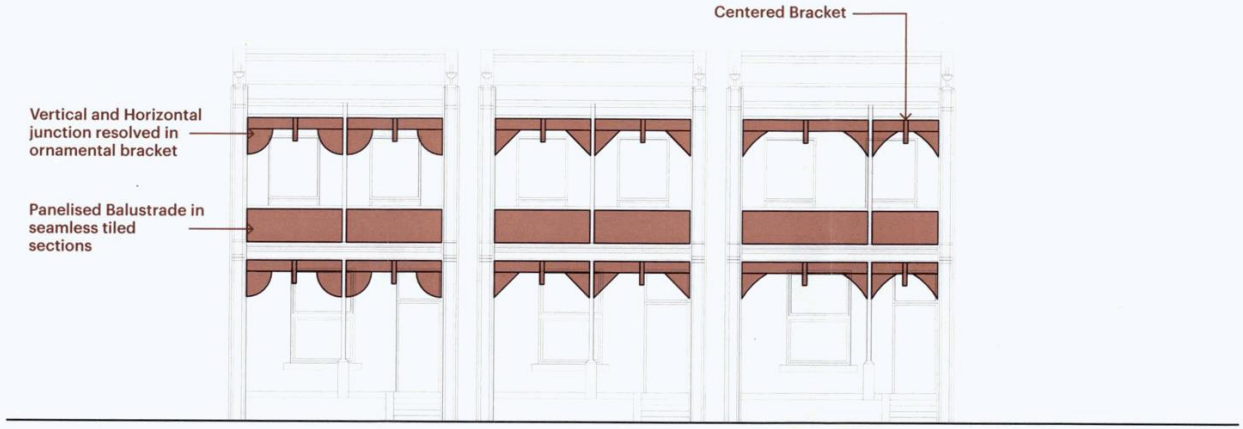
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5.0 HISTORIC FRAMEWORK
Terrace House Studies
Decorative Cast iron

The balcony cast iron lacework again shows this relationship between horizontal and vertical while forming an integral part of both the historic facades and the contemporary proposed facade.



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6.0 DESIGN RESPONSE

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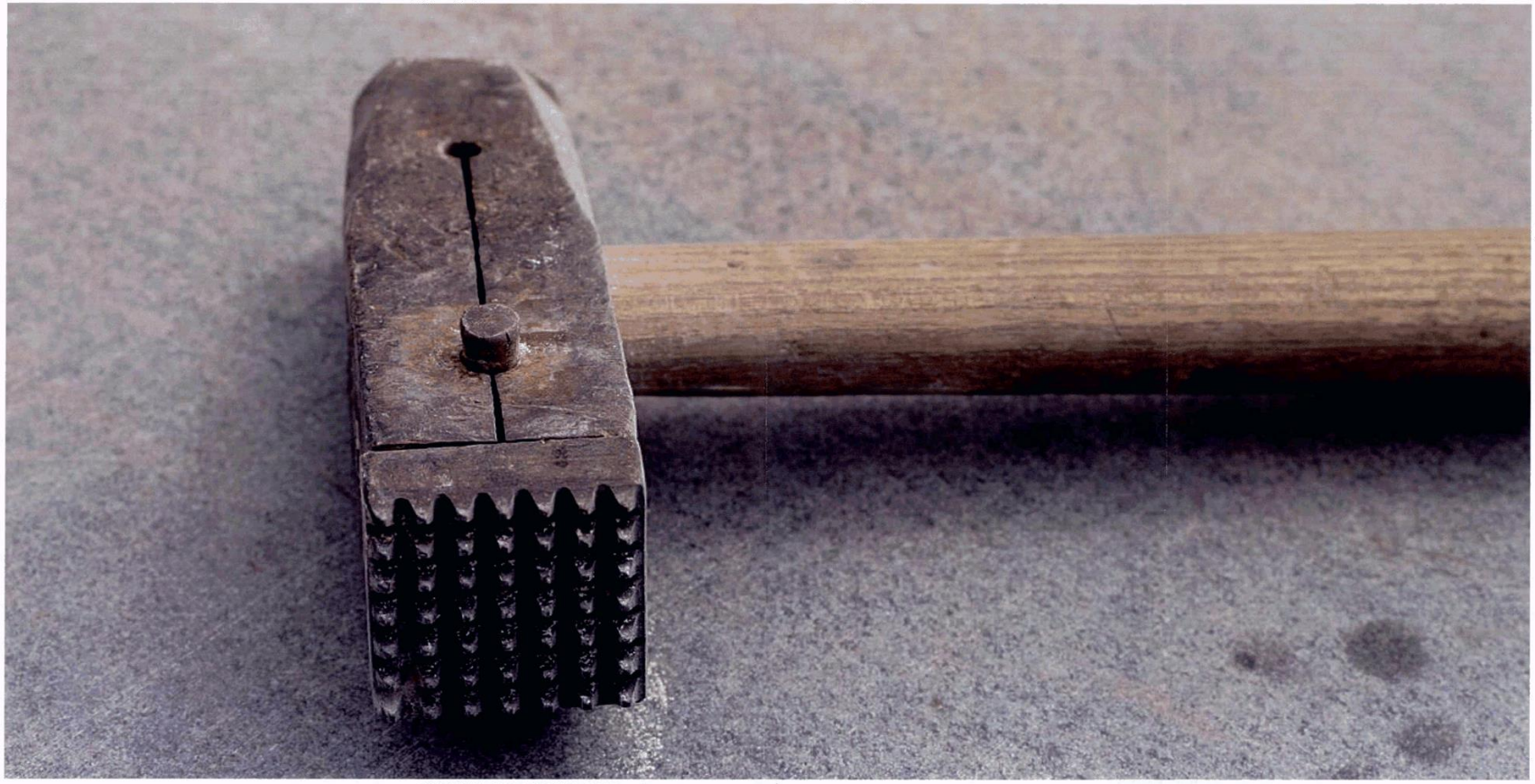
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6.0 DESIGN RESPONSE
Craft



CONCRETE BUSH HAMMER TOOL

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231 Napier St, Fitzroy 3065

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6.0 DESIGN RESPONSE
Craft - Concrete

The proposed dwellings have been designed to embody elements of craft in their construction.

Historically, the use of masonry and stone in early 20th Century dwellings of the area, was also accompanied by applied tooling, whether it be chipping, split faced stone or applied rendered finishes including reliefs.

The proposed development seeks to capture this same craft in the finish and texture of the proposed materials.

By using tools to create texture on a material - rough concrete, polished metals - the proposal seeks to amplify the understanding that the project has been constructed, as if by hand. The quality of light that falls across a textured surface enhances this understanding.

To the right are images of highly textured concrete walls with exposed aggregate. The juxtaposition of this texture with the lustre of the stainless steel balustrade creates a strong understanding of light, craft and materiallity.



BUSH HAMMERED CONCRETE WALL - Unterlandstättner Architekten



BUSH HAMMERED CONCRETE WALL - Battersby & Howat Architects

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231 Napier St, Fitzroy 3065

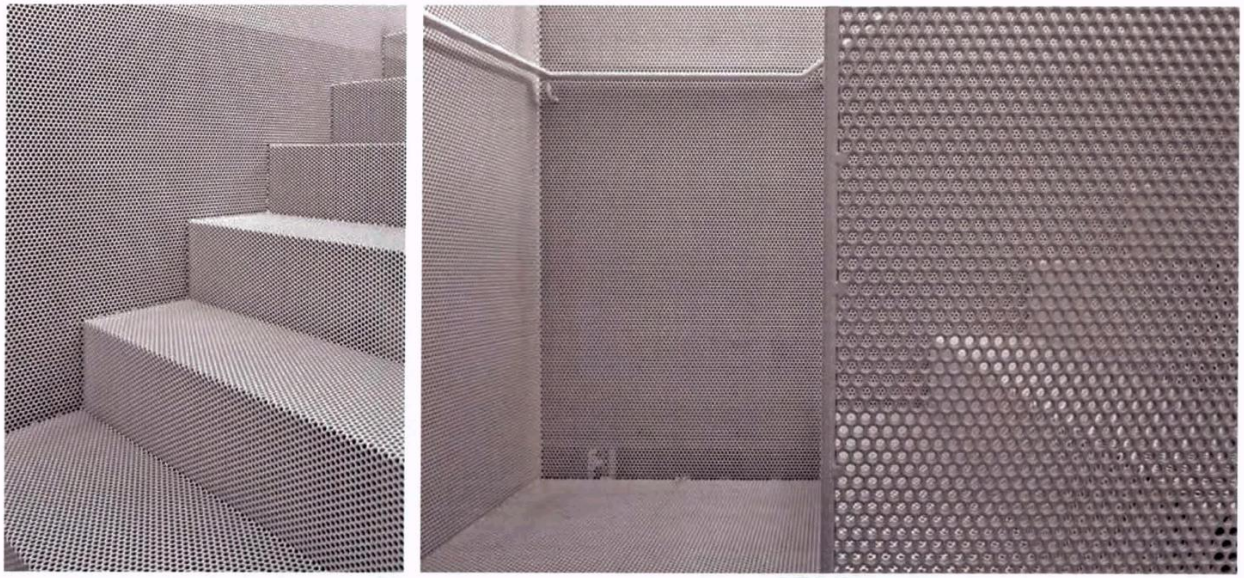
Attachment 2 - Complete set of plans

Edition Office

6.0 DESIGN RESPONSE
Craft - Perforated Metal

Coupled with the heavy masonry elements on the facade, the internal entry and common area has been designed as a kind of third character - that of a much lighter, translucent and ephemeral space.

The use of perforated metal with a light finish enhances the transmittence of light through the central common area allowing light to the ground floor and the apartments that look out into this space.



PERFORATED METAL - Austin Maynard Architects

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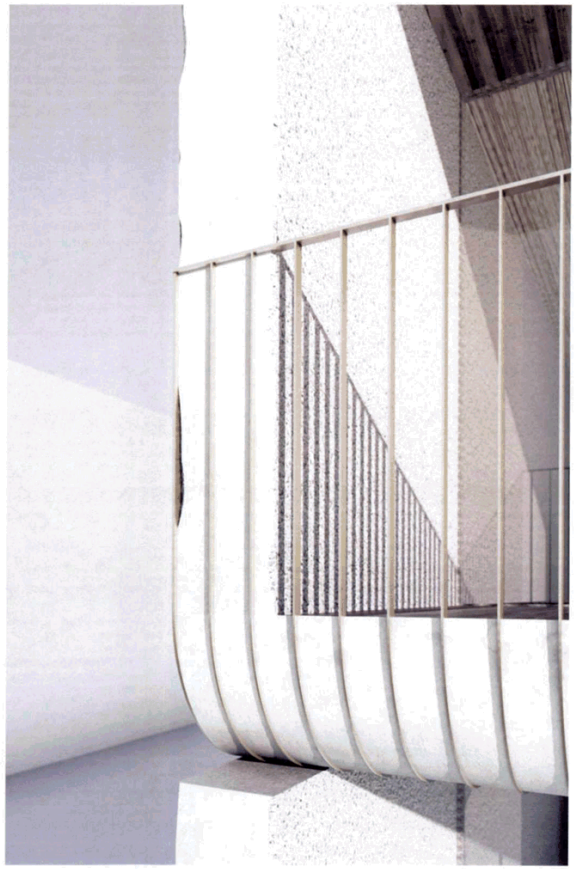
Attachment 2 - Complete set of plans

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6.0 DESIGN RESPONSE
Detail - Balustrade

These images show the wrapping of the balustrade up the curved concrete soffit edge. They also show the different concrete finishes of the party wall, the broad face of which is highly textured and the short face being smooth to match the soffits. The corners are left deliberately rough to enhance the juxtoposition of these textural differences.





EXTERNAL VIEW OF SOUTH EAST CORNER OF PROPOSAL

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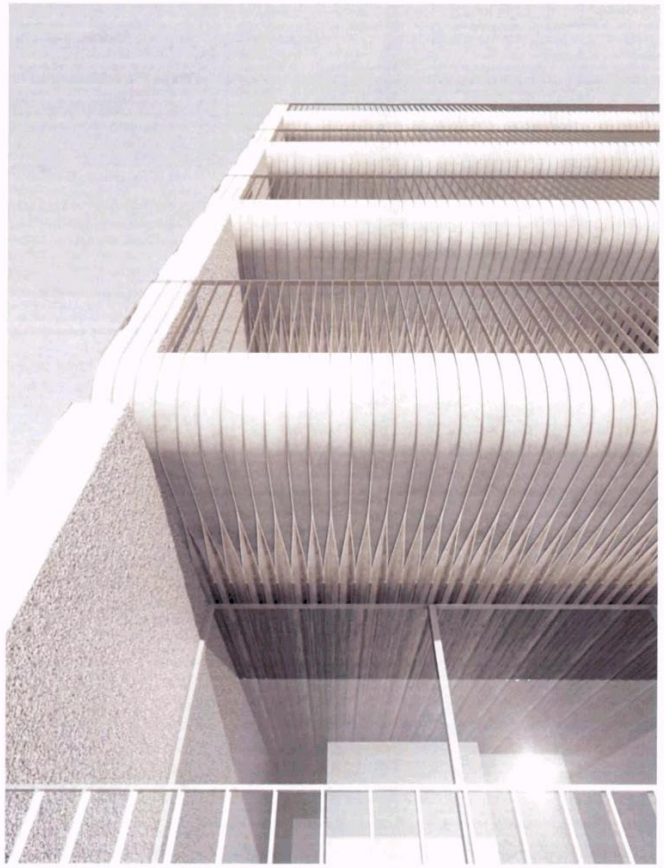
231 Napier St, Fitzroy 3065

Attachment 2 - Complete set of plans

Edition Office

6.0 DESIGN RESPONSE
Detail - Soffits

The proposal includes an elaborate soffit treatment in which the timber ceiling feathers into the exposed concrete soffit. This treatment of the underside of the balcony provides an articulated view of the development from the street.



EXTERNAL VIEW LOOKING UP



DETAIL VIEW OF NORTH ELEVATION

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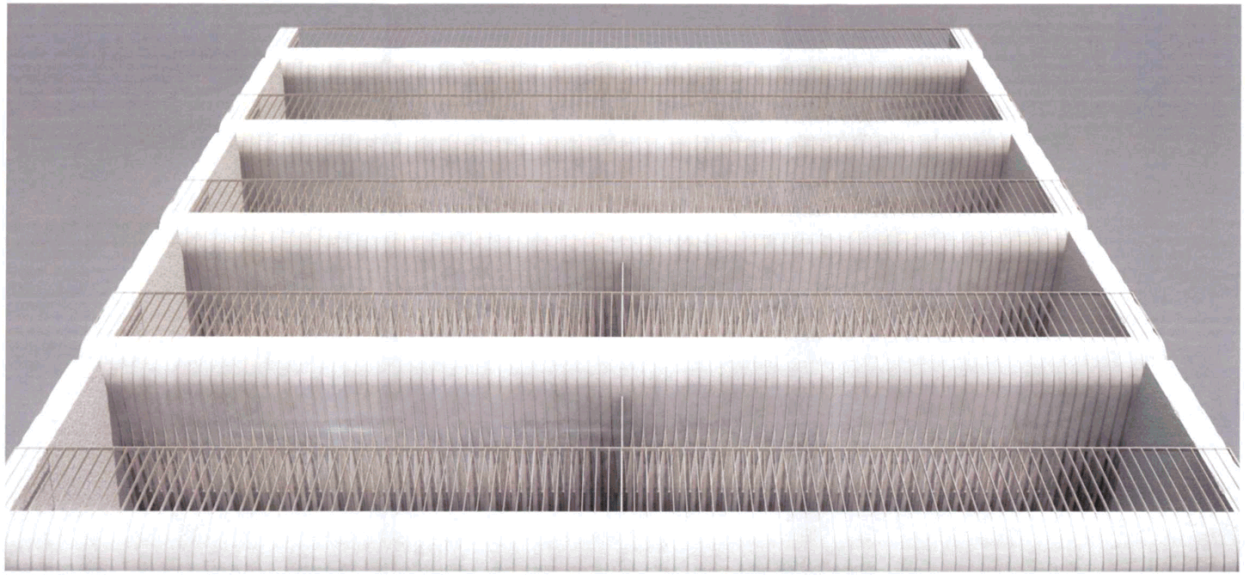
231 Napier St, Fitzroy 3065

Attachment 2 - Complete set of plans

Edition Office

6.0 DESIGN RESPONSE
Detail - Soffits

This image shows the extent of the facade at the entry as view from the pedestrian realm. The elaborate and finely crafted nature of the soffits and balustrades provides visual interest and an appreciation of craft and architectural detailing on the most visually prominent surface of the project from ground level.



EXTERNAL VIEW LOOKING UP FROM NAPIER ST

(44 of 99)

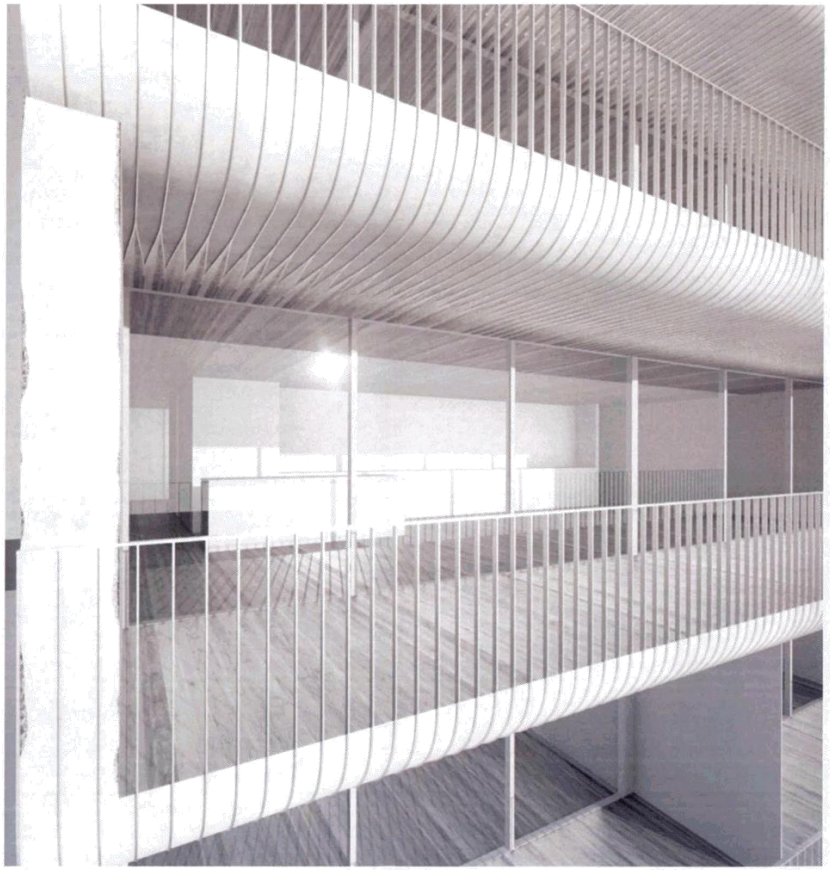
231 Napier St, Fitzroy 3065

Attachment 2 - Complete set of plans

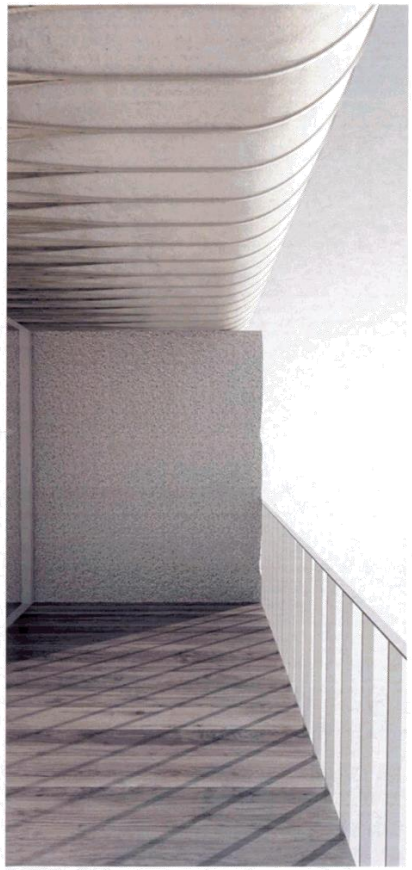
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6.0 DESIGN RESPONSE
Detail - Balcony

The internal planning of the project meet, where possible, the Better Apartment Design Guidelines. Of primary importance during the design of the project was the provision of full width views from each apartment. This allows a generous amount of direct natural light to filter deep into the floor plate while providing exceptional views over suburban Fitzroy and back to the CBD on the west elevation.



EXTERNAL VIEW LOOKING INTO A THREE BEDROOM APARTMENT



DETAIL VIEW OF BALCONY

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231 Napier St, Fitzroy 3065

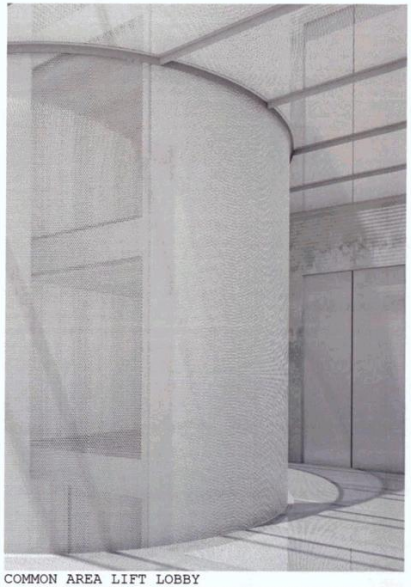
Attachment 2 - Complete set of plans

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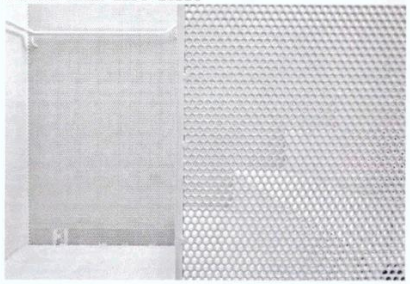
6.0 DESIGN RESPONSE
Detail - Common Area/Entry

In the heart of the development is an ephemeral light filled common area, constructed of lightweight framing and perforated metal.

On the ground floor, the entry sequence begins at Napier St and moves forward through a darkened corridor. This transition space enhances the experience of the light filled common area which continues to the top of the project.



COMMON AREA LIFT LOBBY



PERFORATED METAL - AUSTIN MAYNARD ARCHITECTS



VIEW OF ENTRY LOBBY LOOKING BACK TO NAPIER ST

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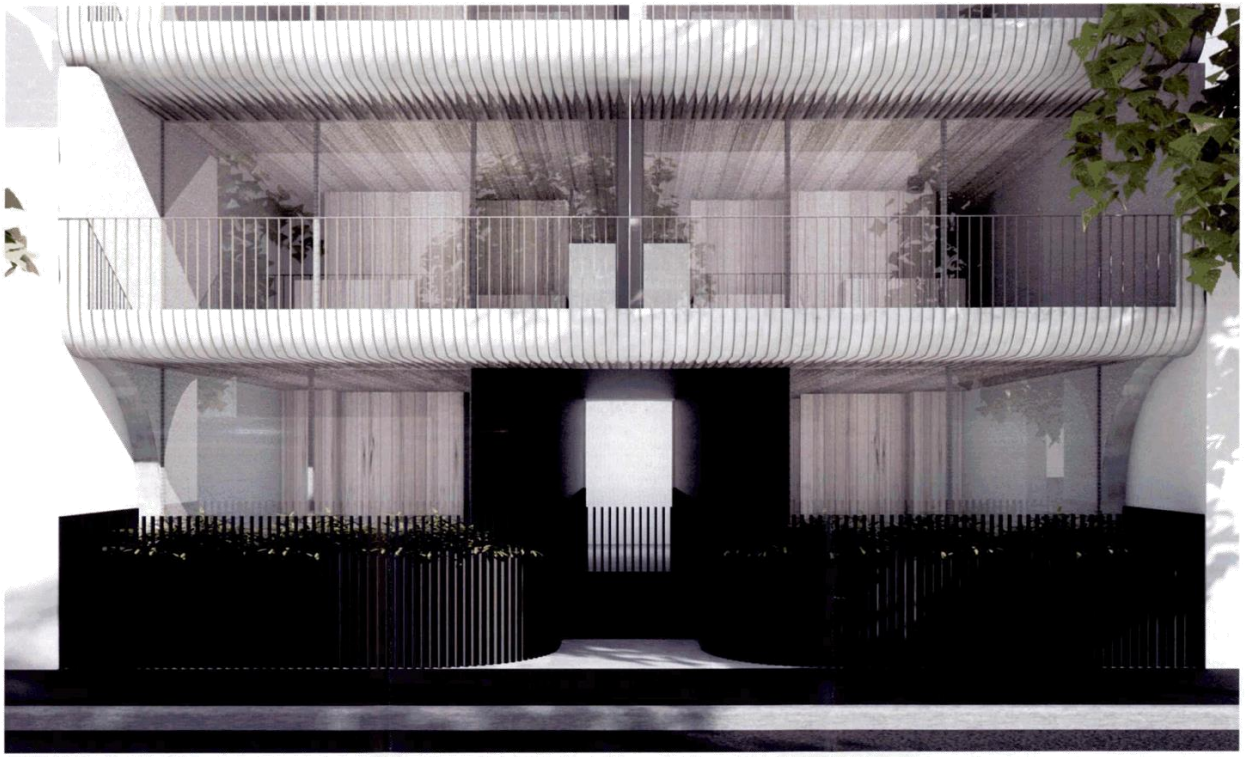
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6.0 DESIGN RESPONSE
Entry

The street interface is kept minimal with an appropriate level of material articulation. As well as the view up to the elaborate soffits, the pedestrian experience reflects the design of existing front gardens along Napier St - typically cast iron pickets with low to small vegetation behind.

The proposal references these gardens while accommodating necessary services within the more solid base plinth. Above these services is a small planter box allowing vegetation to spill through the dark finished pickets adding to the privacy of living areas at street level.



VIEW OF ENTRY ON NAPIER ST

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Attachment 2 - Complete set of plans

Edition Office

6.0 DESIGN RESPONSE
Massing

The overall massing of the project shows a rising of the block in height in the middle with smaller developments either side. This is consistent with the character of the street, particularly opposite where a larger building sits mid block surrounded by smaller worker's cottages.

The top of the project is well set back from the street and clad in a darker material to reduce its visual impact and to provide a "top and bottom" relationship with the street edge.





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231 Napier St, Fitzroy 3065

Attachment 2 - Complete set of plans



Attachment 2 - Complete set of plans

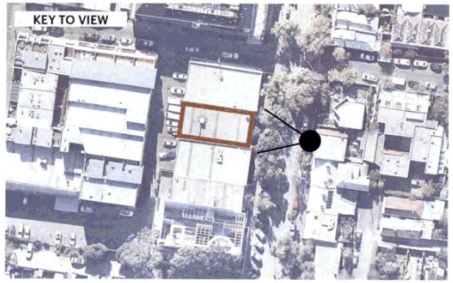
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6.0 DESIGN RESPONSE
Artist's Impression

The proposal sits in the middle of its Napier St block, with a 5 level street wall. While the project uses textured solid materials to express its party walls and floor slabs, the historic terrace house tectonic is referenced through the fine metal balustrades that reduce the bulk of the building significantly. The upper levels are set back to a degree that reduces their visual presence from the pedestrian realm as street level.

The rolled concrete soffit edges and the rolled party wall corners also help to soften the materiality and mass of the project by allowing more light to roll through into the balconies and interiors.

The Junction of the rolled slab edge to the horizontal wall below references the "bracket" or knuckle joint in the historic terrace house study.





VIEW OF NAPIER ST ELEVATION

(50 of 99)

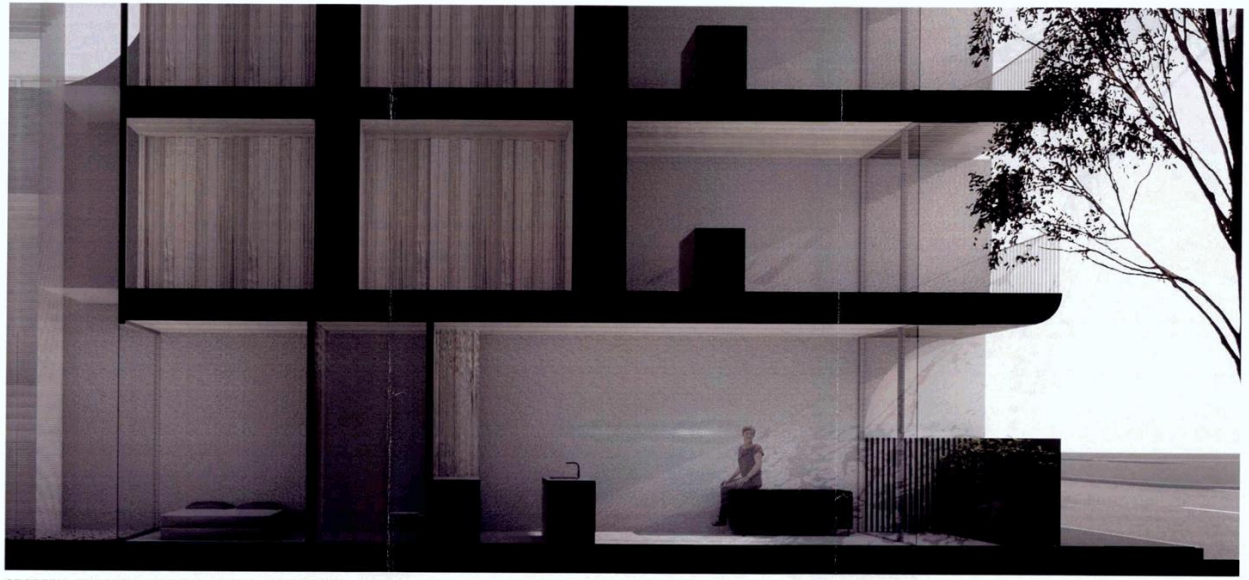
231 Napier St, Fitzroy 3065

Attachment 2 - Complete set of plans

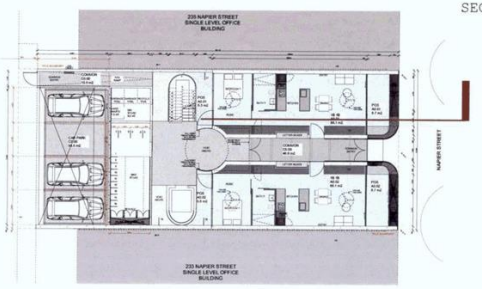
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6.0 DESIGN RESPONSE
Ground Floor Section

The image to the right shows the quality of light to the ground floor apartments and the positive impact the rolled concrete soffit has on the depth of light through these spaces.



SECTION THROUGH GROUND FLOOR APARTMENT



(51 of 99)

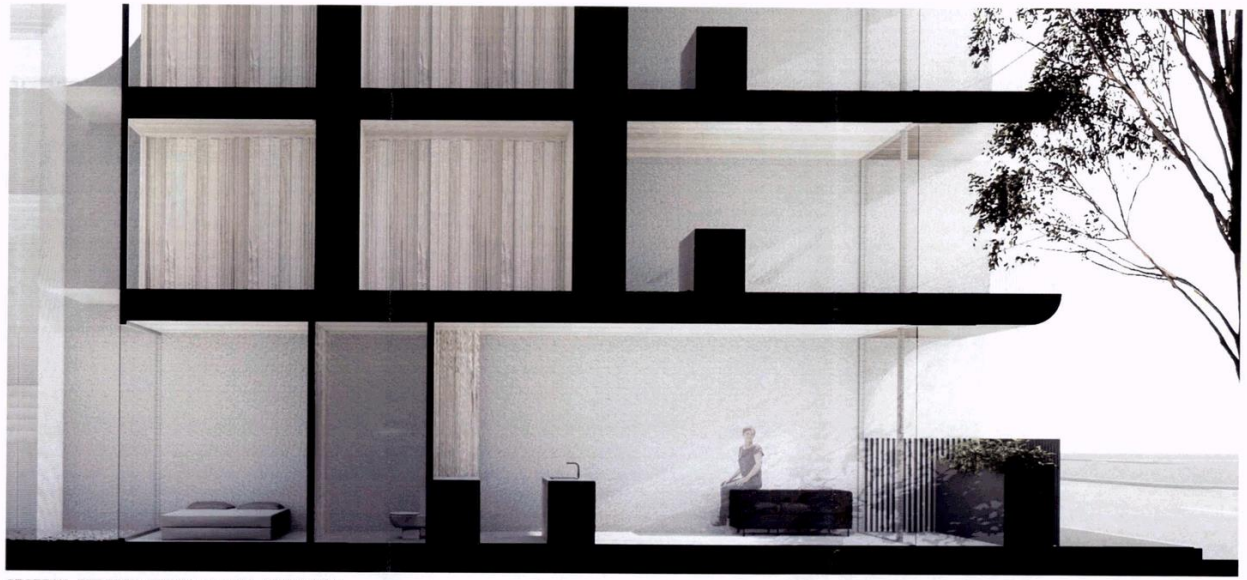
231 Napier St, Fitzroy 3065

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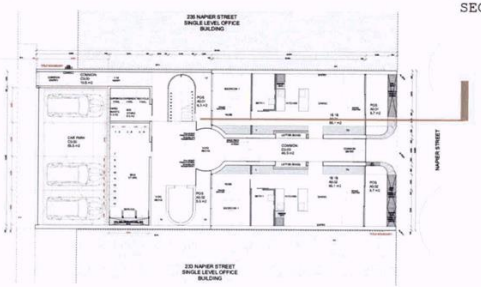
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SECTION THROUGH GROUND FLOOR APARTMENT



(51 of 99)

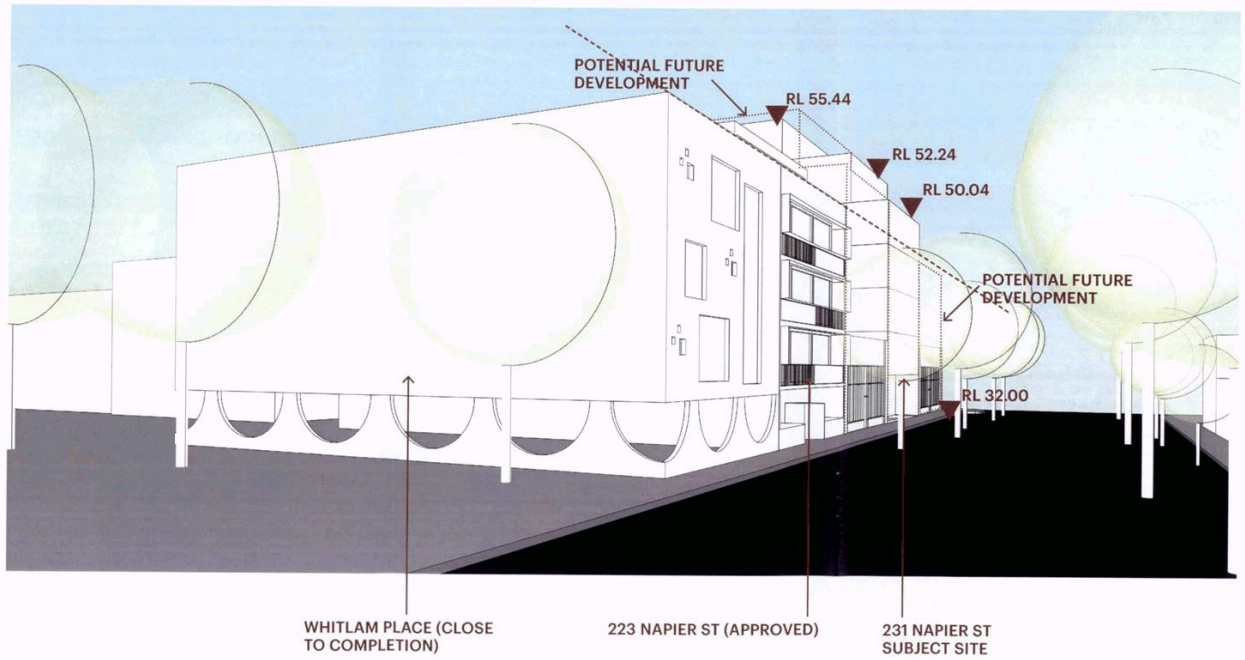
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Attachment 2 - Complete set of plans

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6.0 DESIGN RESPONSE
Proposed Massing Diagrams





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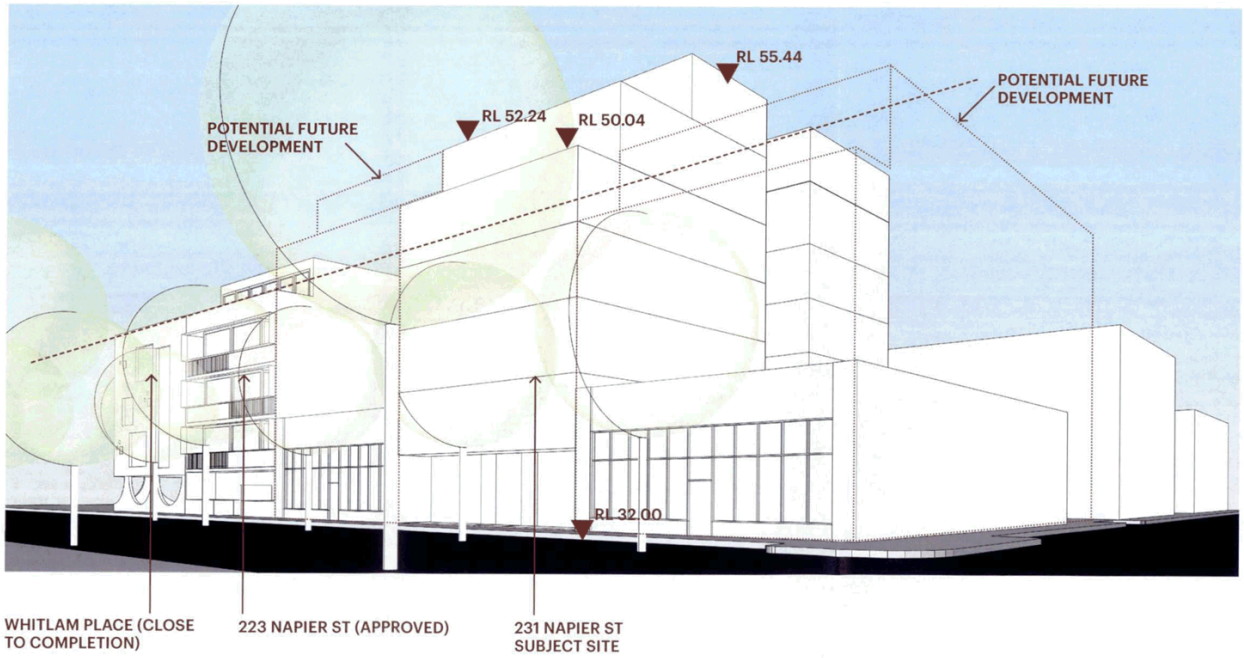
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Attachment 2 - Complete set of plans

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6.0 DESIGN RESPONSE
Proposed Massing Diagrams





(53 of 99)

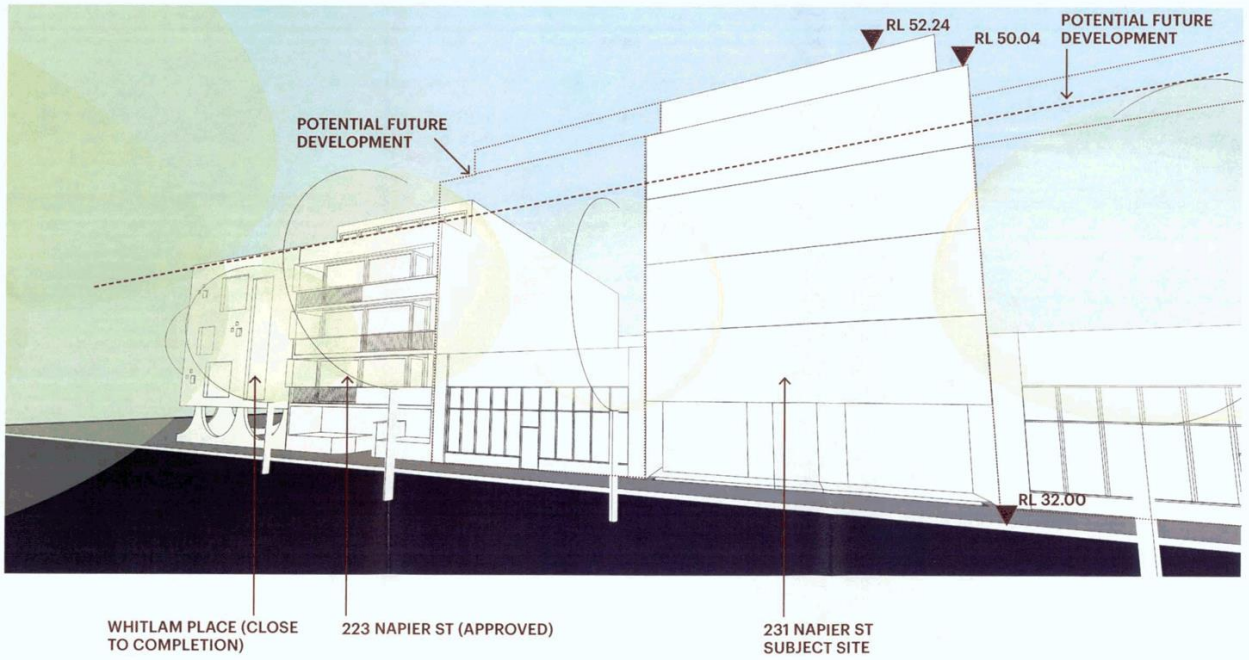
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6.0 DESIGN RESPONSE
Proposed Massing Diagrams





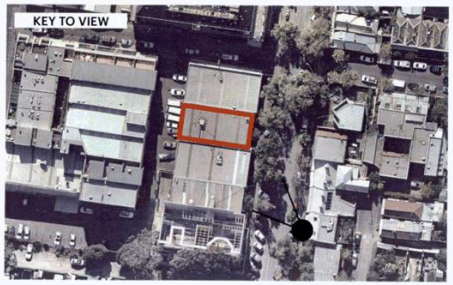
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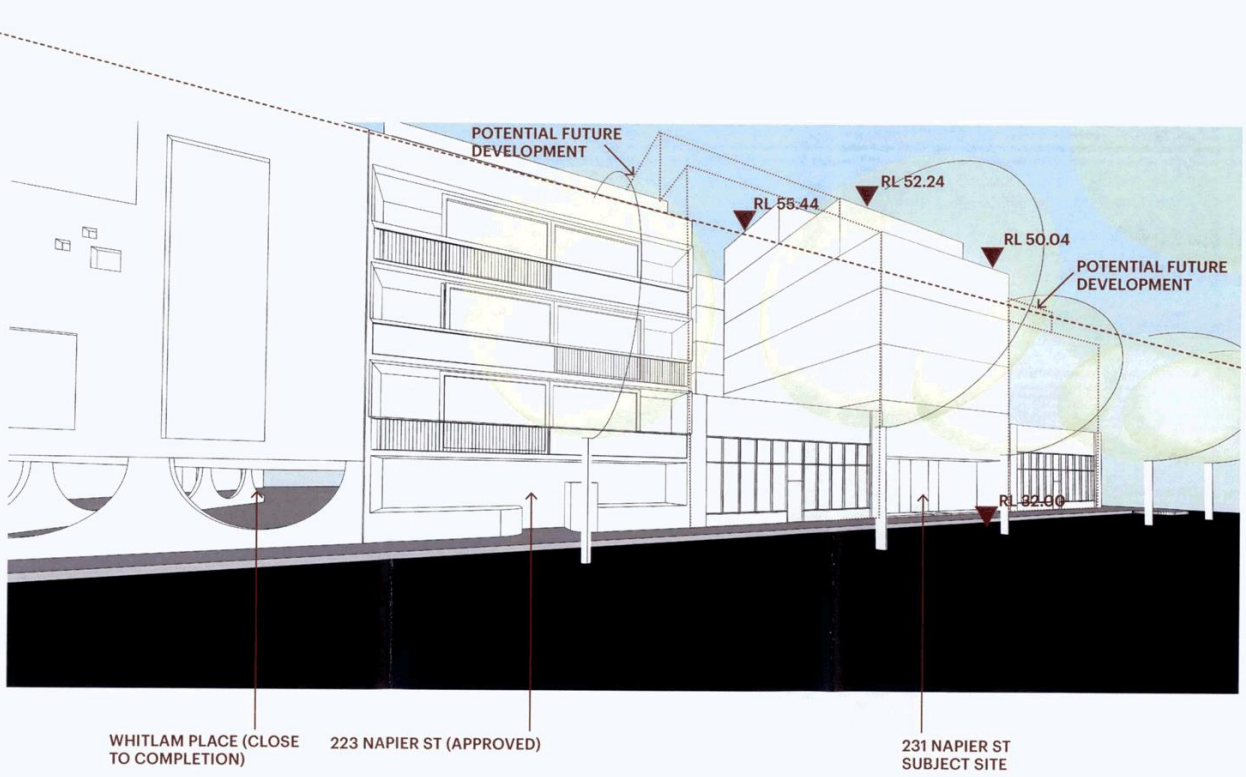
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6.0 DESIGN RESPONSE
Proposed Massing Diagrams





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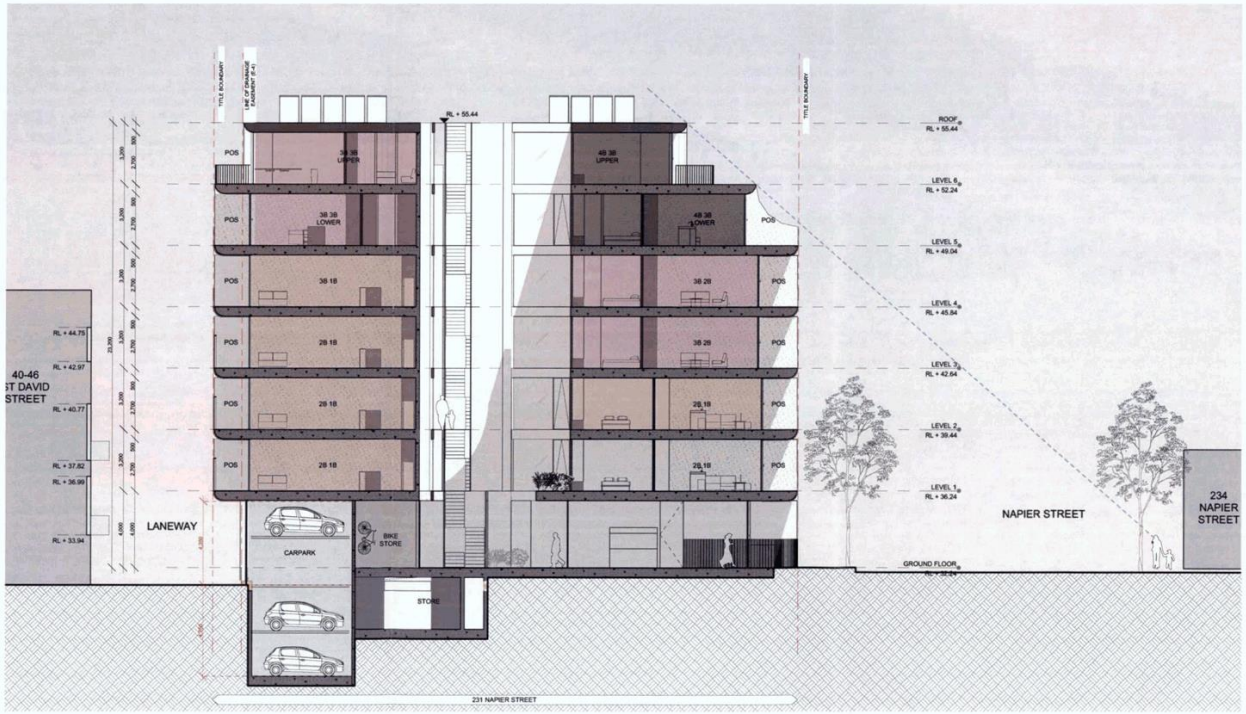
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6.0 DESIGN RESPONSE
Proposed Massing - Sight Lines

The top two levels of the project are set back behind sight lines drawn from across Napier St. This reduces visual bulk from the pedestrian realm. On the western elevation from Level 1 to Level 3 the private open space/balconies are screened to 1.7m to reduce any impact on overlooking into the existing habitable windows of 40 St David St.



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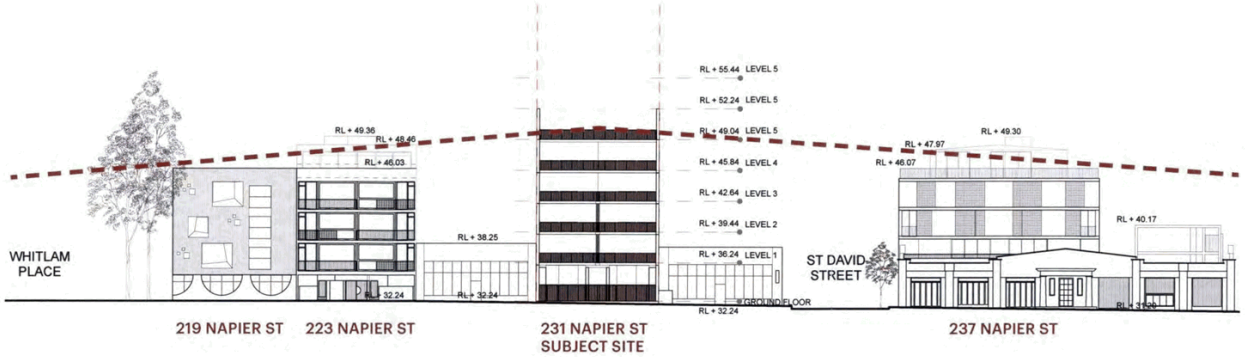
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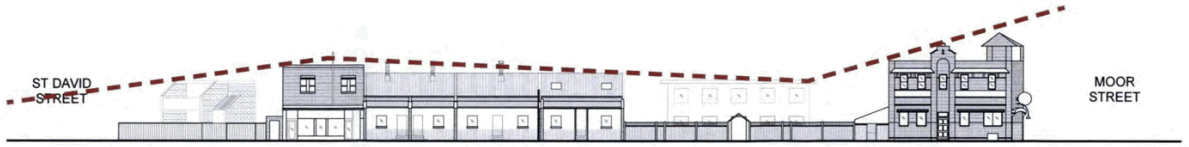
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6.0 DESIGN RESPONSE
Street Elevations - Massing Study

The project increases the height of the block through its middle, a condition in keeping with the existing elevation of Napier St opposite the subject site. The tapering of the built mass to the corners is also reflected opposite.
The top levels of the proposal are well setback from the street reducing the overall mass of the proposal.





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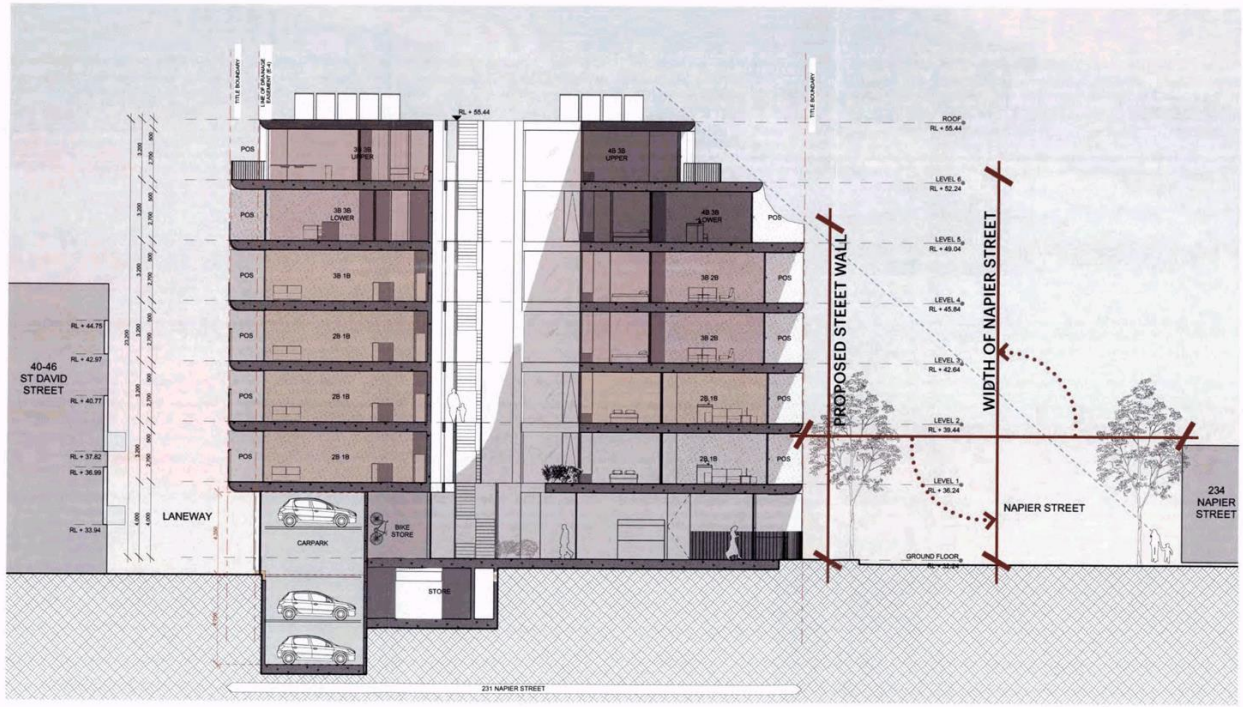
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6.0 DESIGN RESPONSE
Street Width to Street Wall Height Ratio

The proposed street wall height is higher than that of its neighbours though still well within the 1:1 urban development framework.



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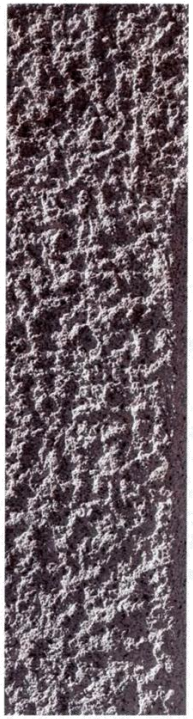
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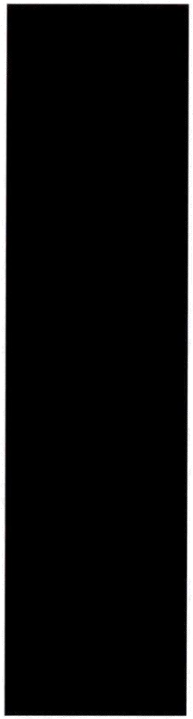
6.0 DESIGN RESPONSE
Materials Board



EF01
Polished Precast Concrete



EF02
Textured Precast Concrete



EF03
Black Stained Timber Board



EF04
Sand Blasted Stainless Steel



EF05
Textured Glass



EF06
Blackbutt Timber Board



IF01
Perforated Metal

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7.0 ARCHITECTURAL DRAWINGS

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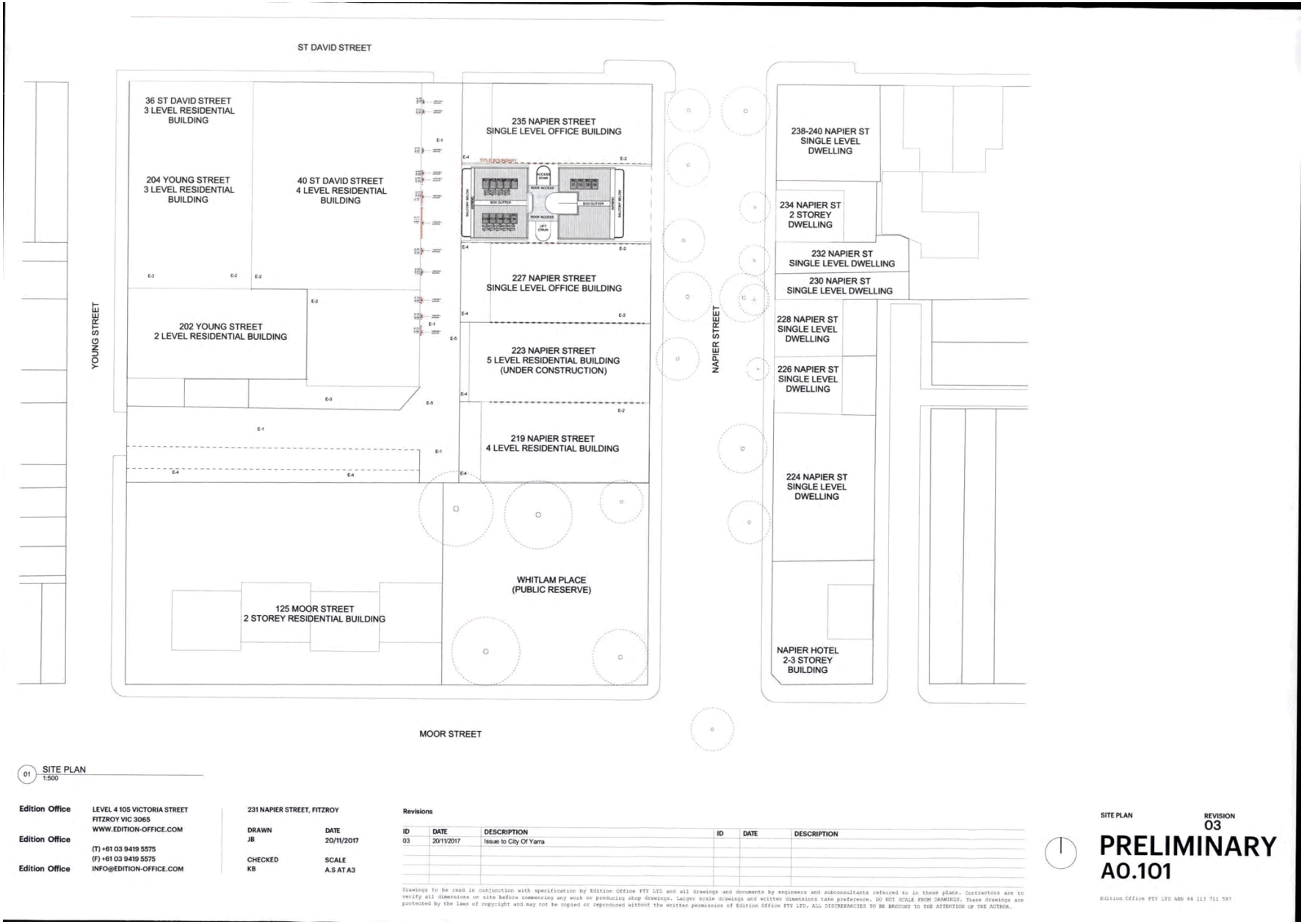
PROJECT

231 NAPIER STREET

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01 SITE PLAN
1:500

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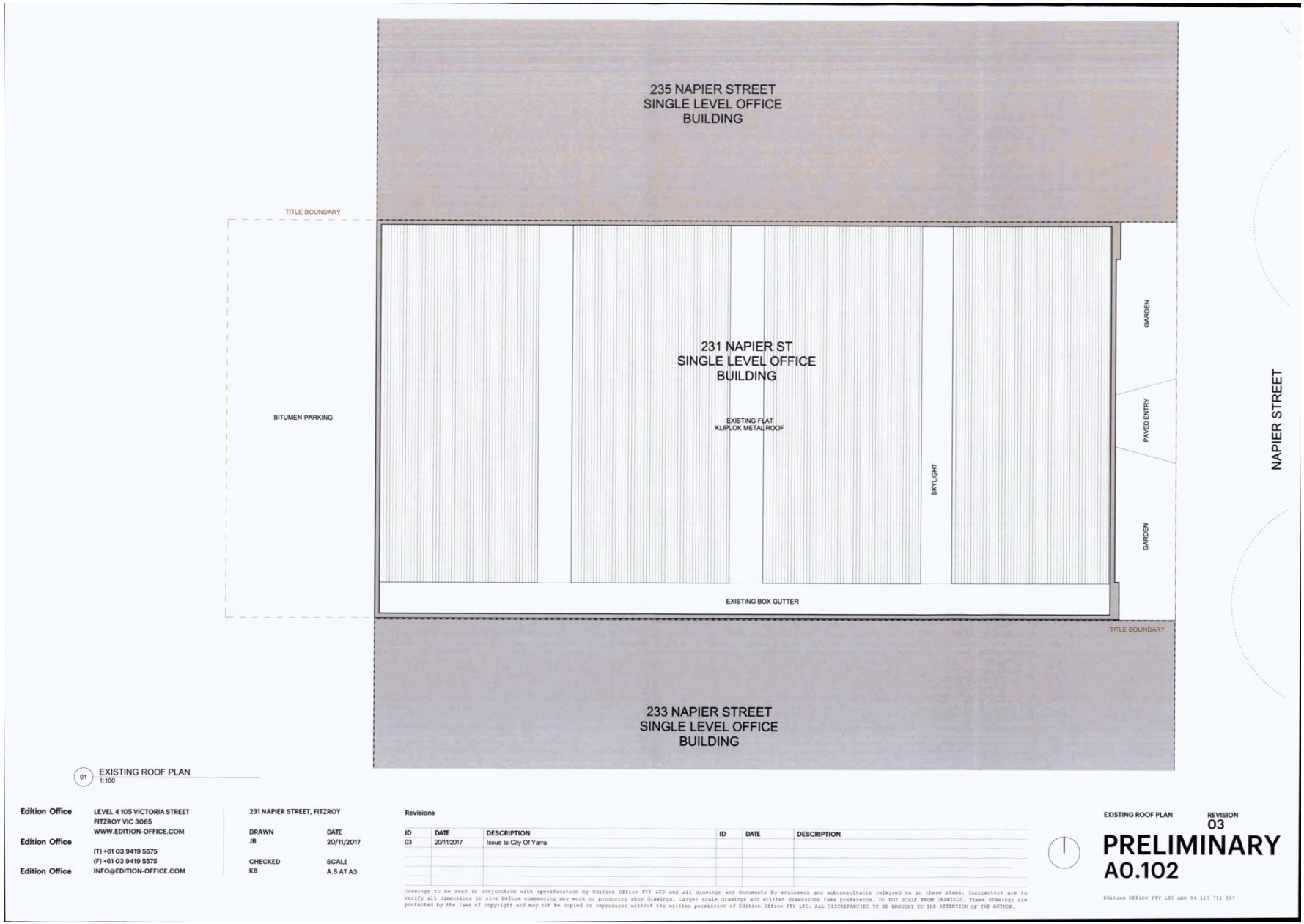
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PRELIMINARY

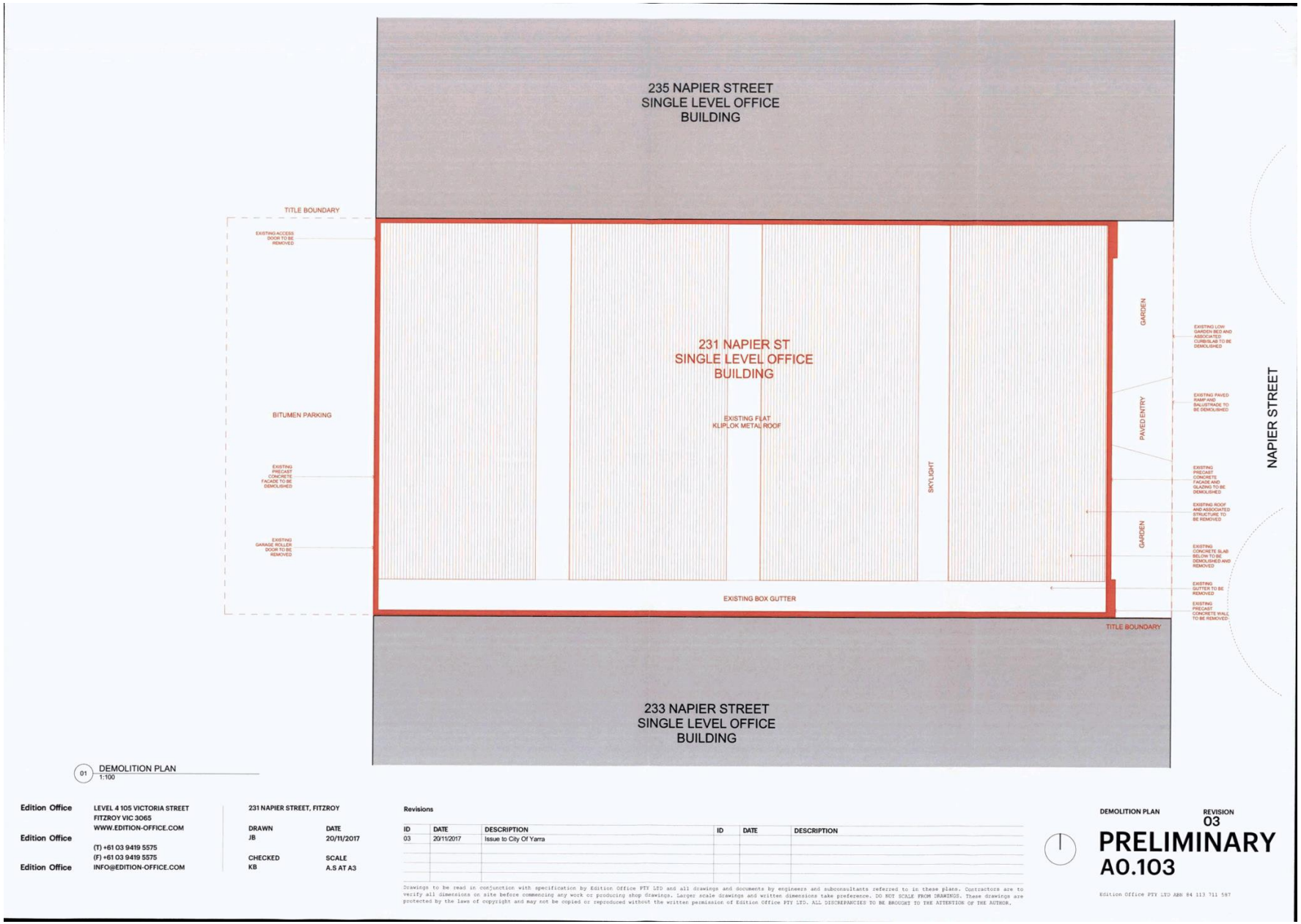
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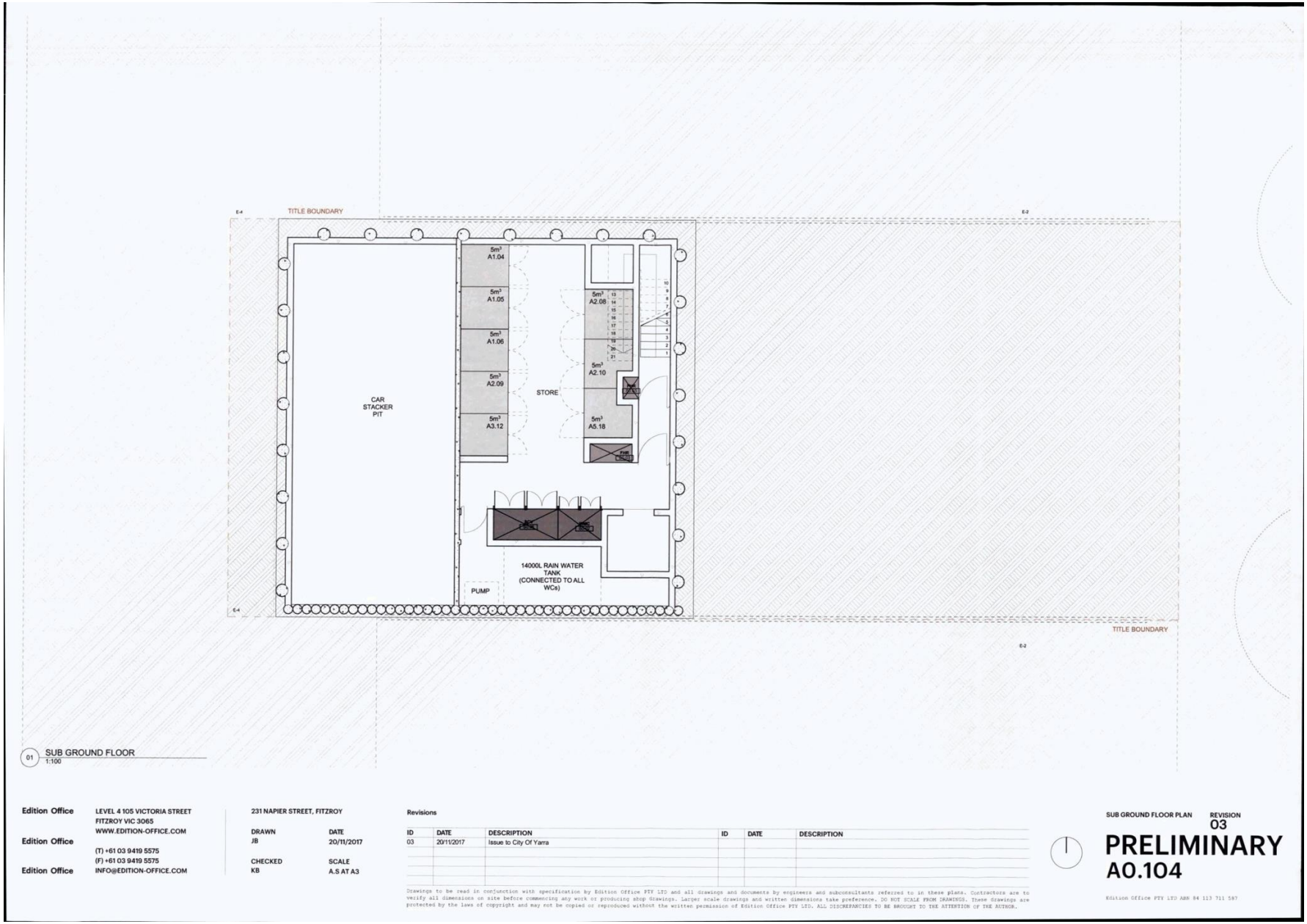
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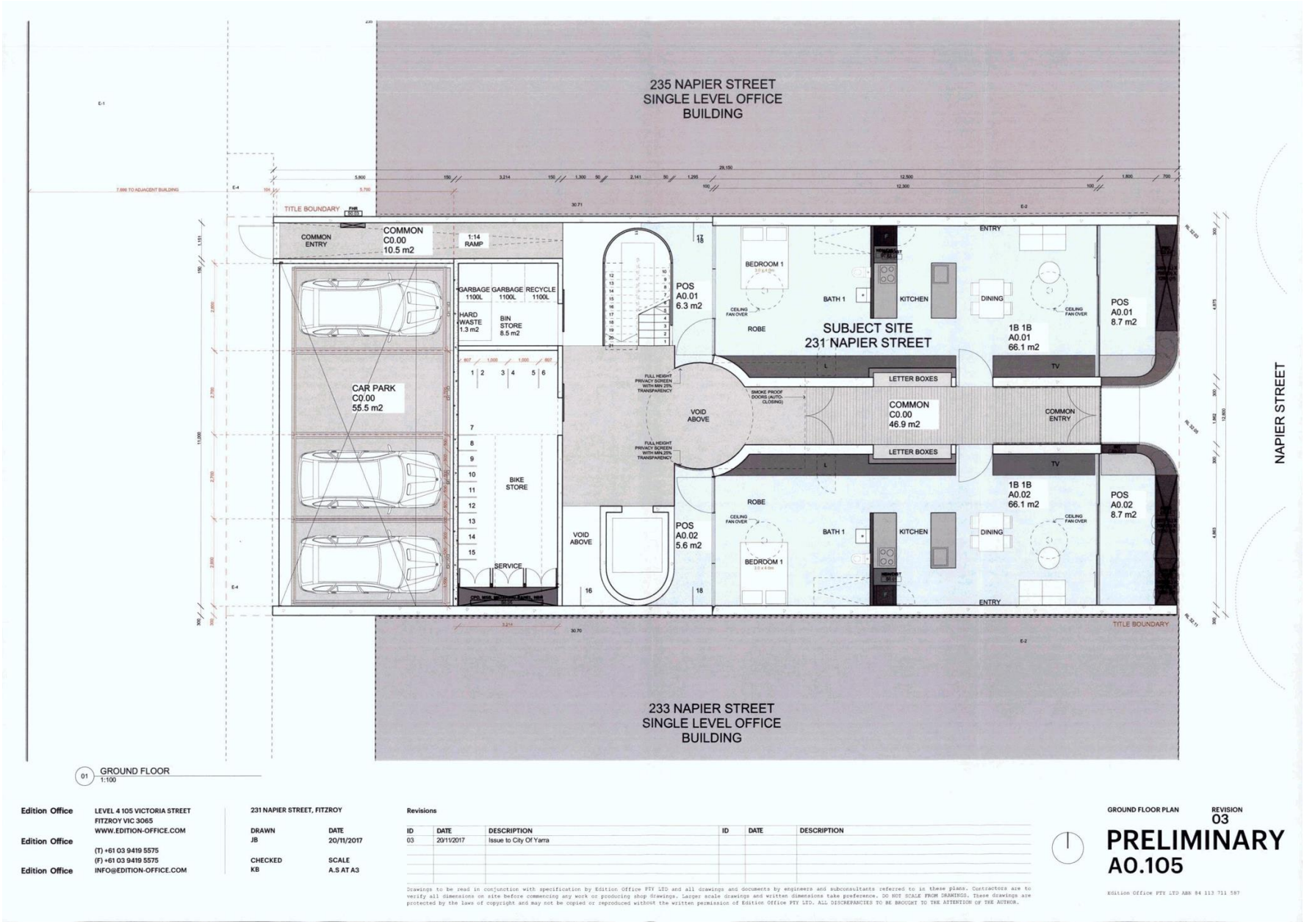
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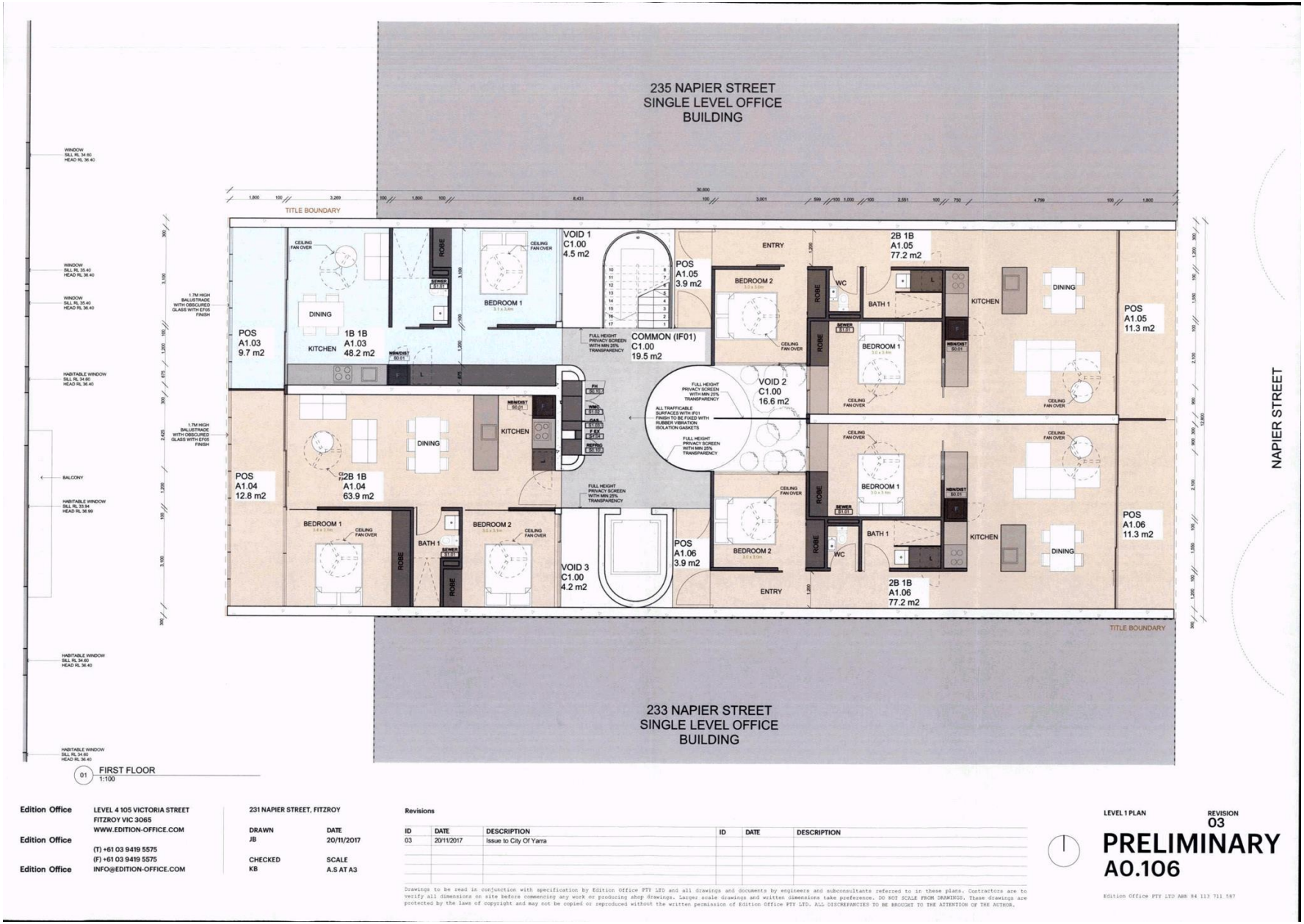
GROUND FLOOR PLAN REVISION 03

PRELIMINARY
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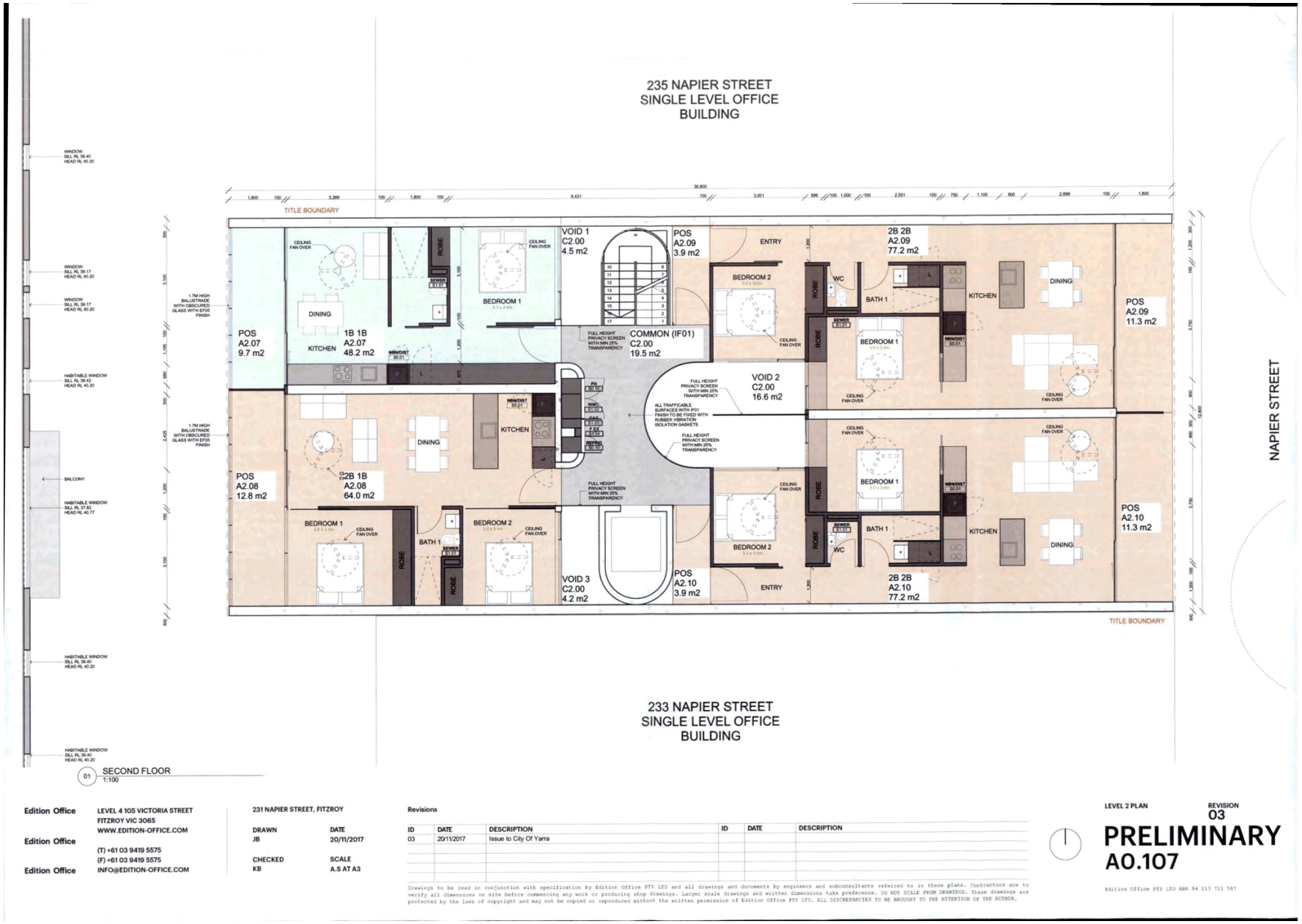
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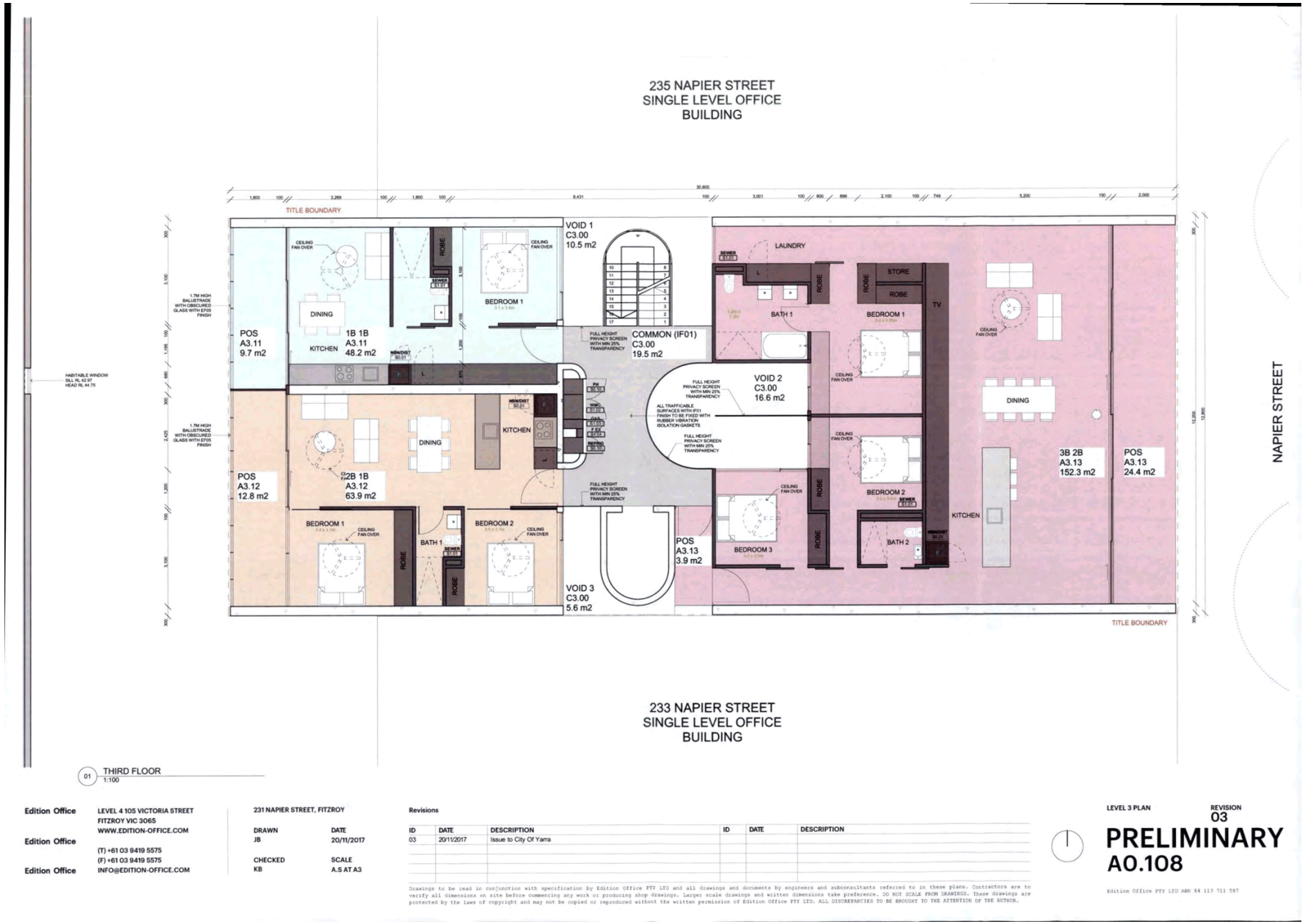
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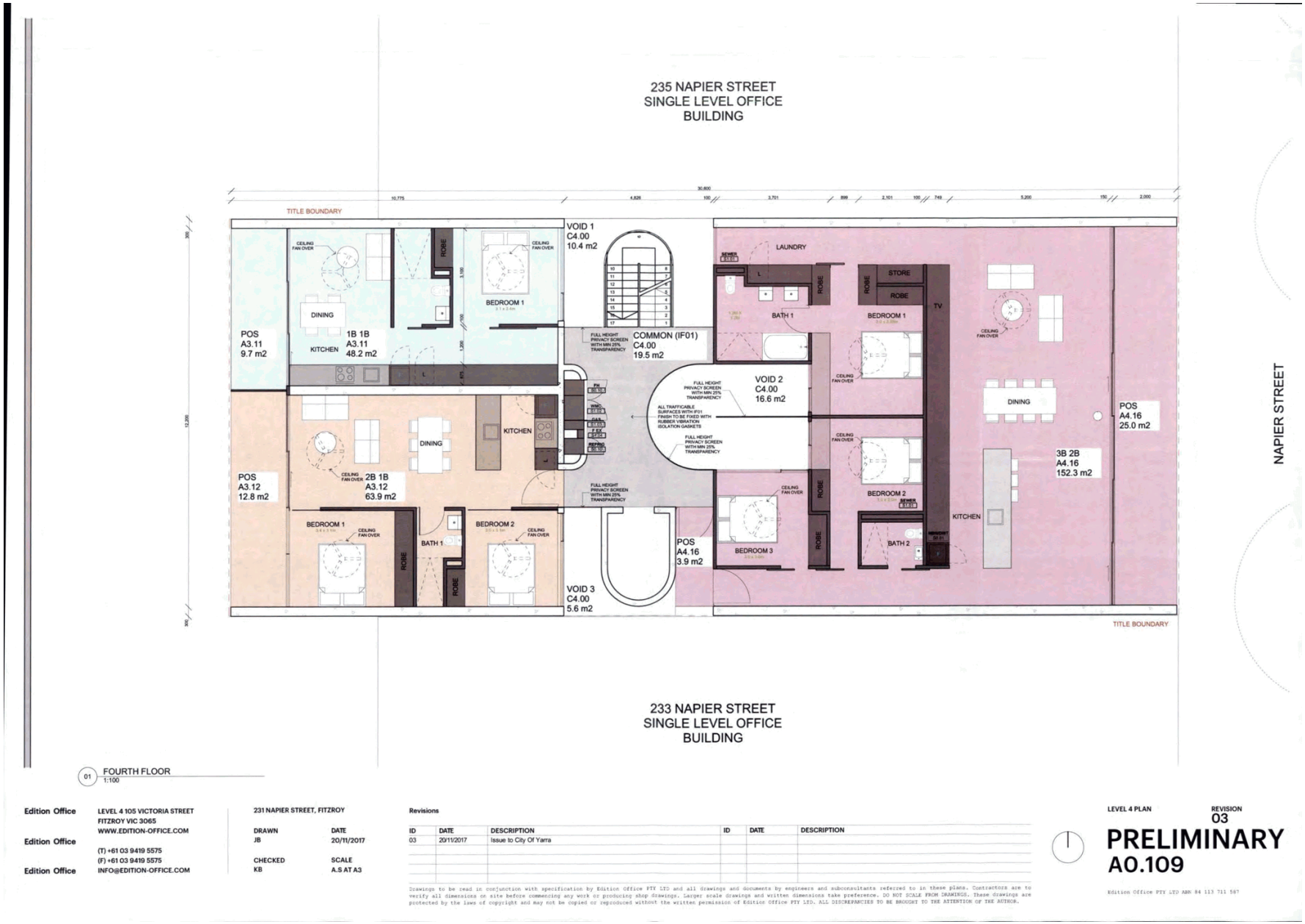
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Revisions

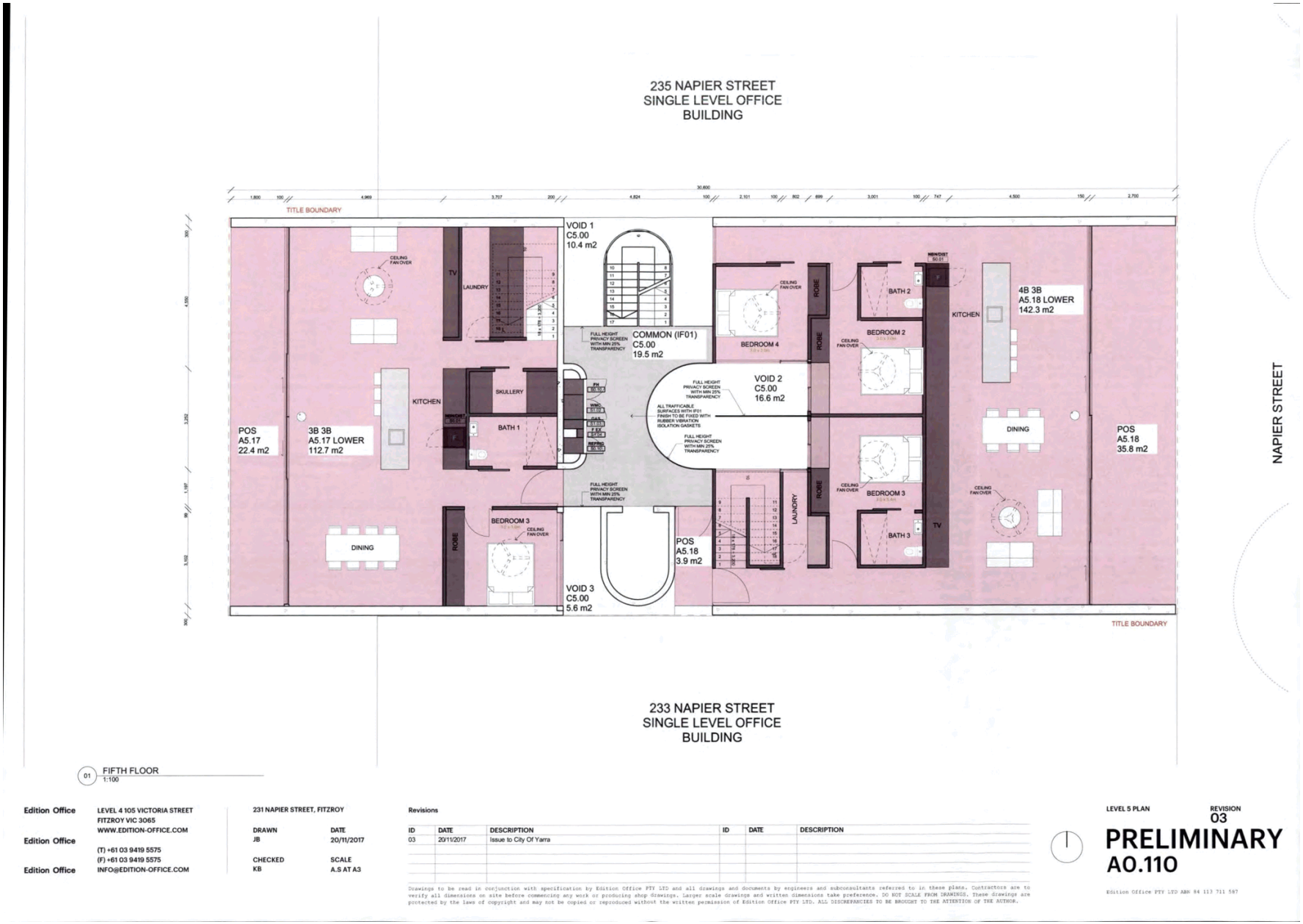
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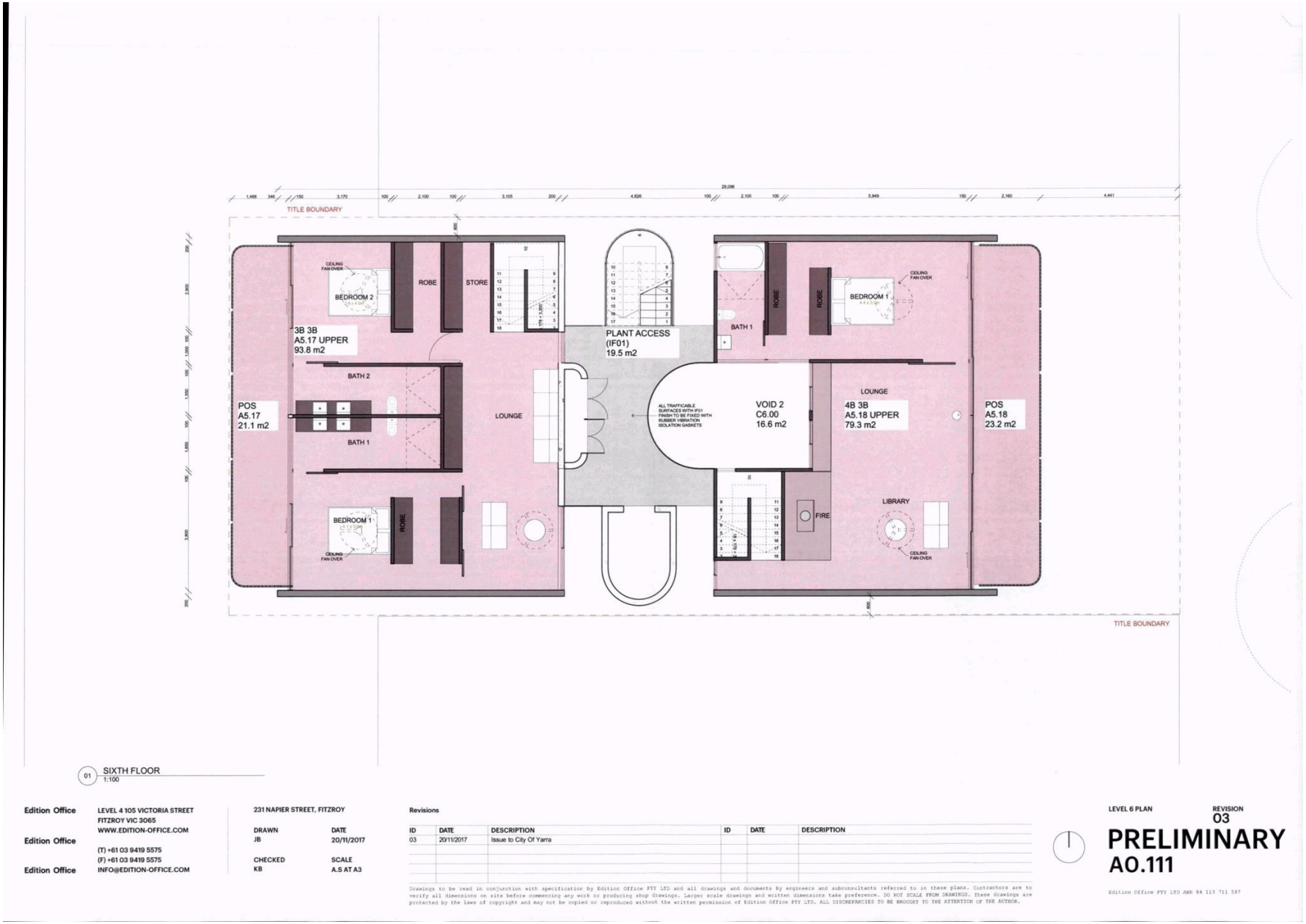
LEVEL 4 PLAN
REVISION 03
PRELIMINARY
A0.109

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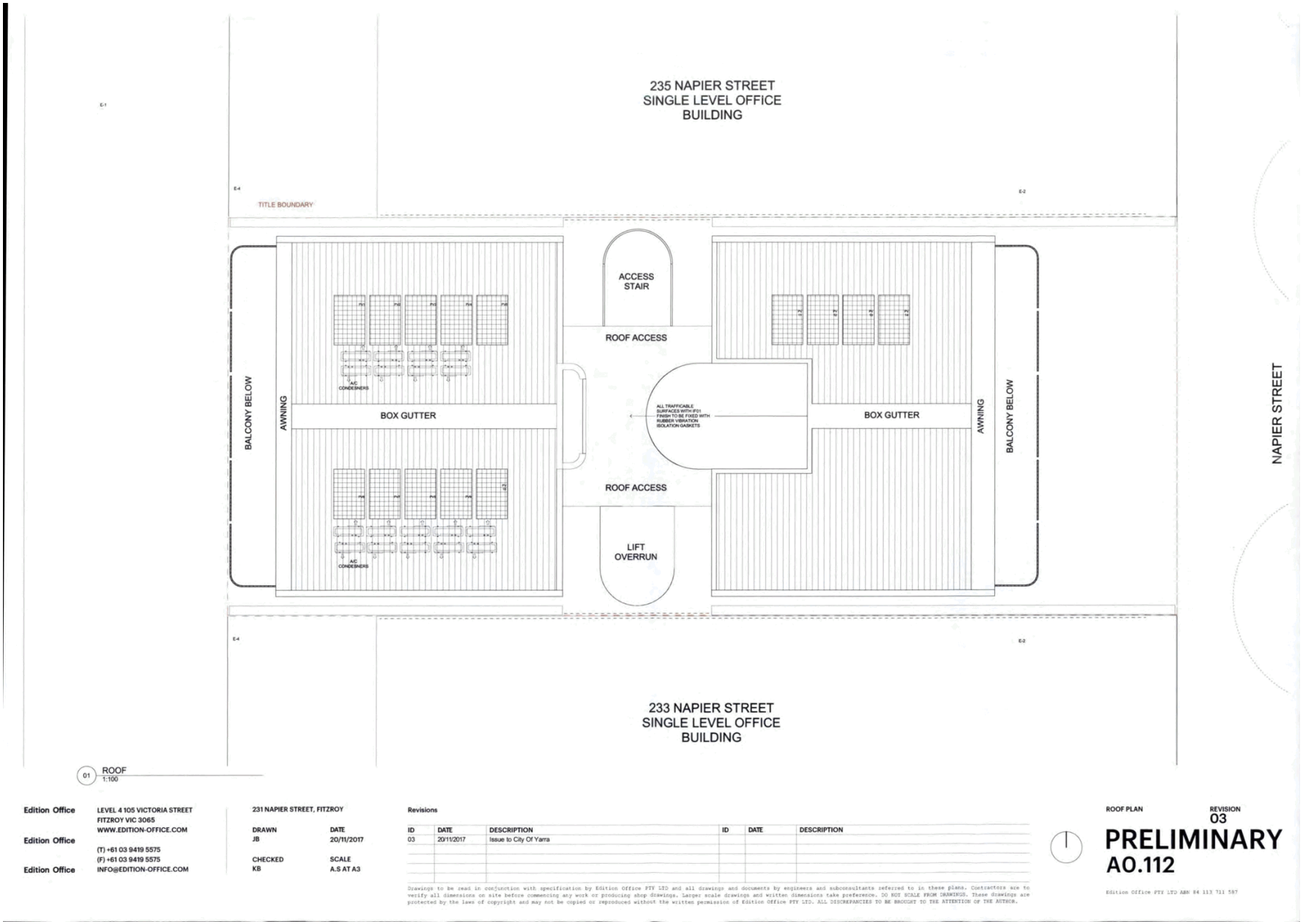
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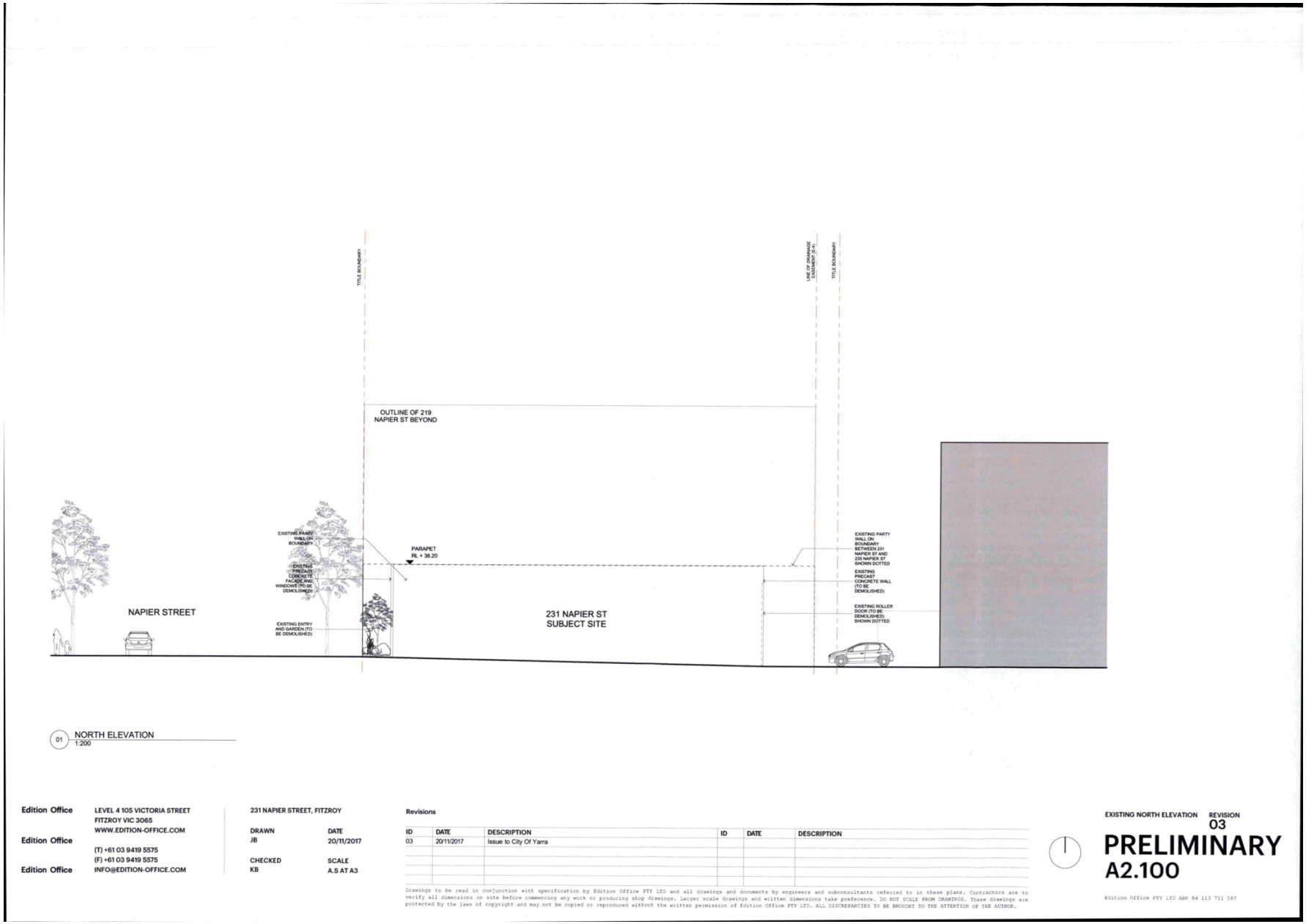
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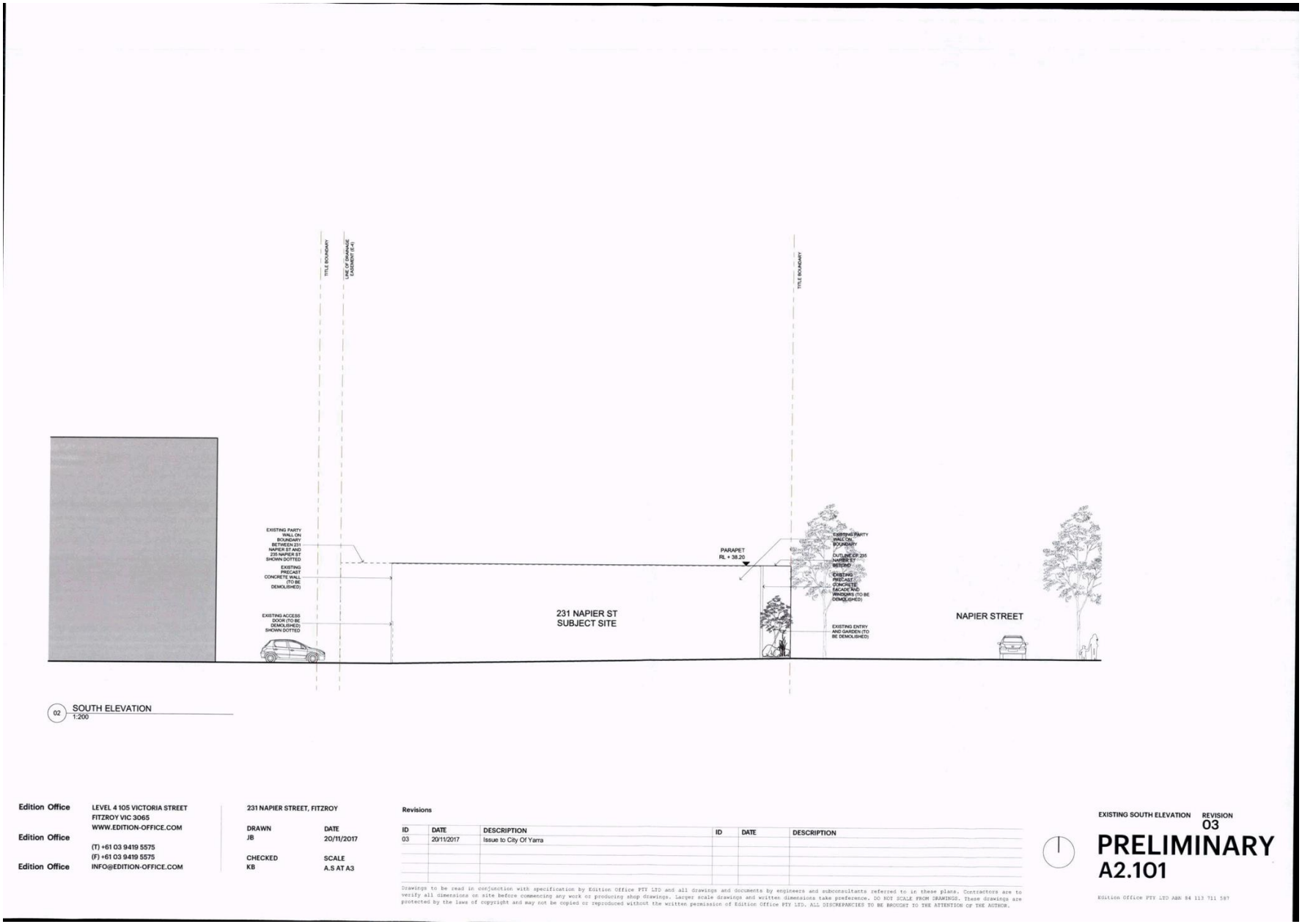
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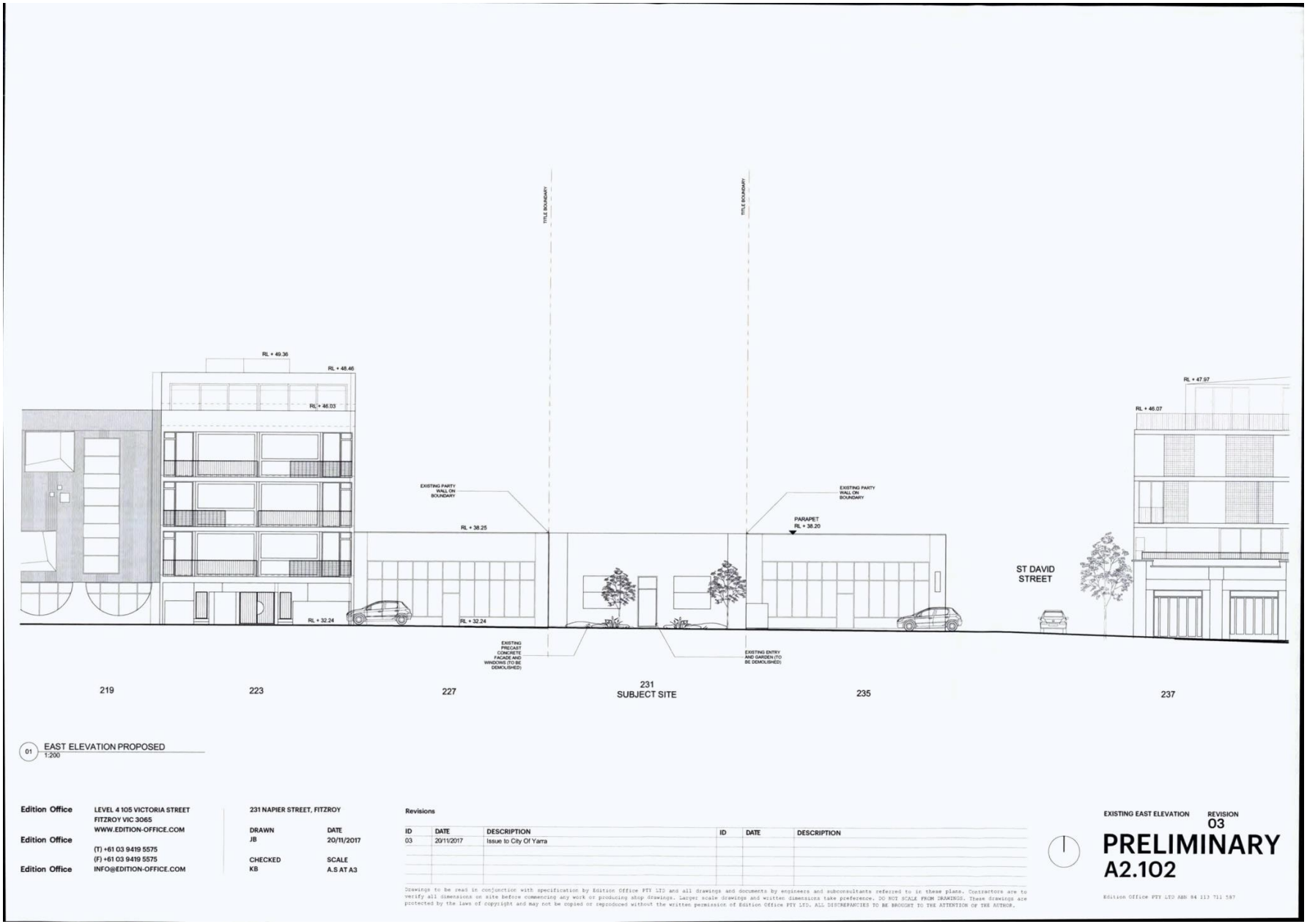
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01 EAST ELEVATION PROPOSED
1:200

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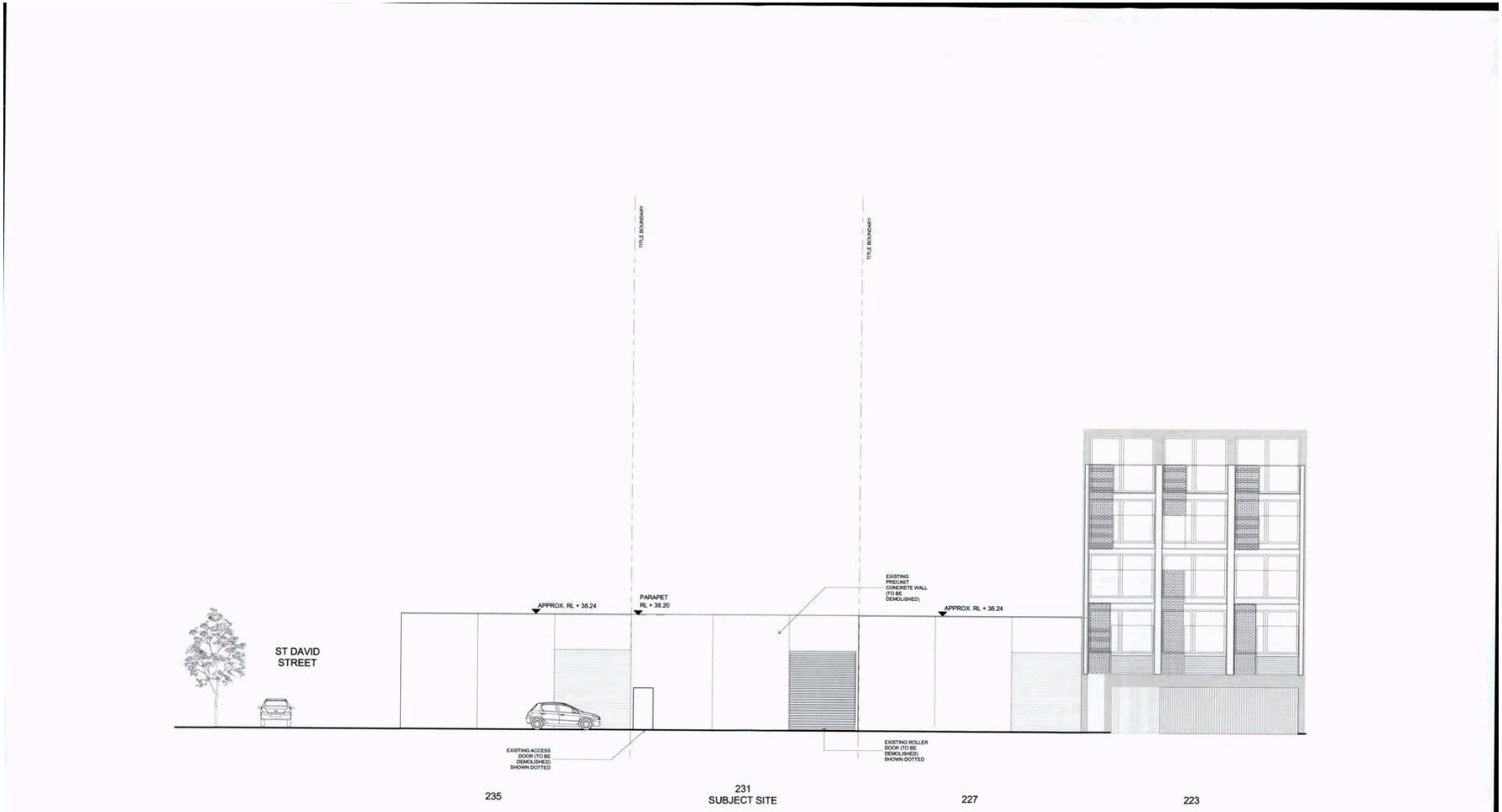
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A2.102

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01 WEST ELEVATION PROPOSED
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EXISTING WEST ELEVATION REVISION 03

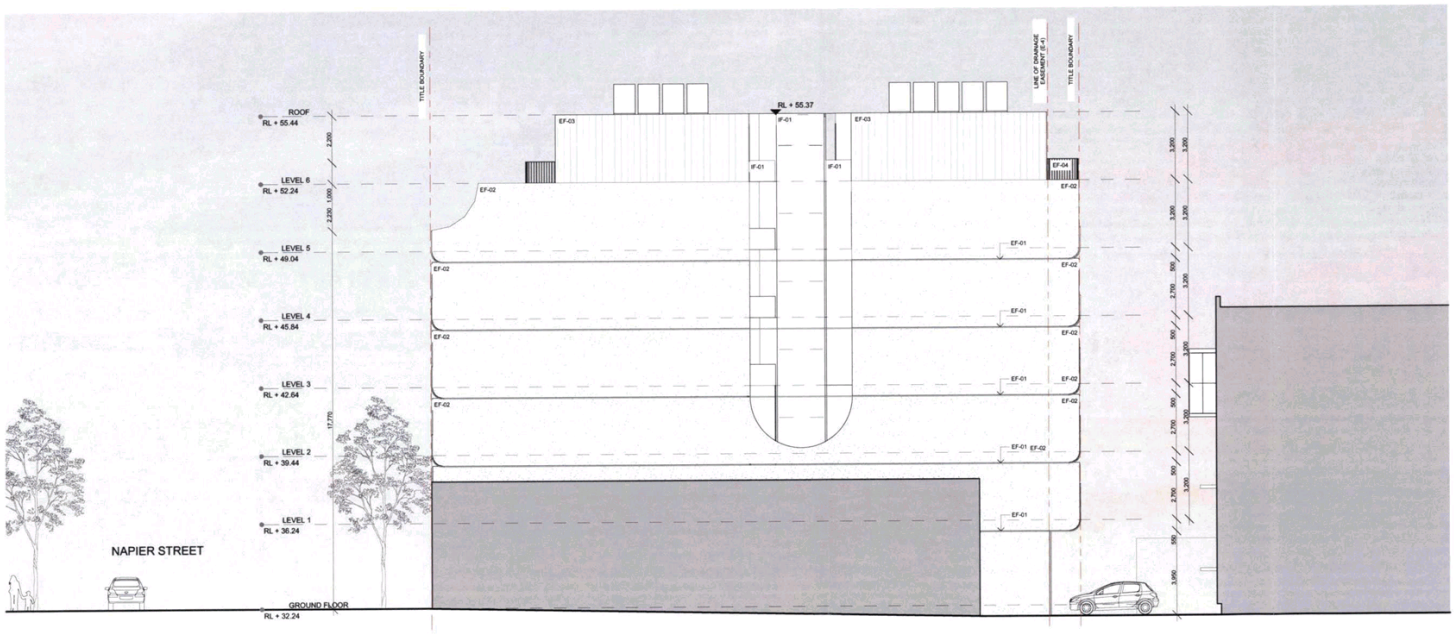
PRELIMINARY

A2.103

Edition Office PTY LTD ABN 84 113 711 587

Attachment 2 - Complete set of plans

MATERIAL LEGEND
EF01_Concrete-Polished
EF02_Concrete - Bush Hammered
EF03_Timber Boards - Black Stained
EF04_Stainless Steel - Sand Blasted Finish
EF05_Textured Glass
EF06_Blackbutt Timber Board
FF01_Concrete-Burnished
IF01_Metal-Perforated
IF02_Timber Boards - Vertical



01 ELEVATION
1:200

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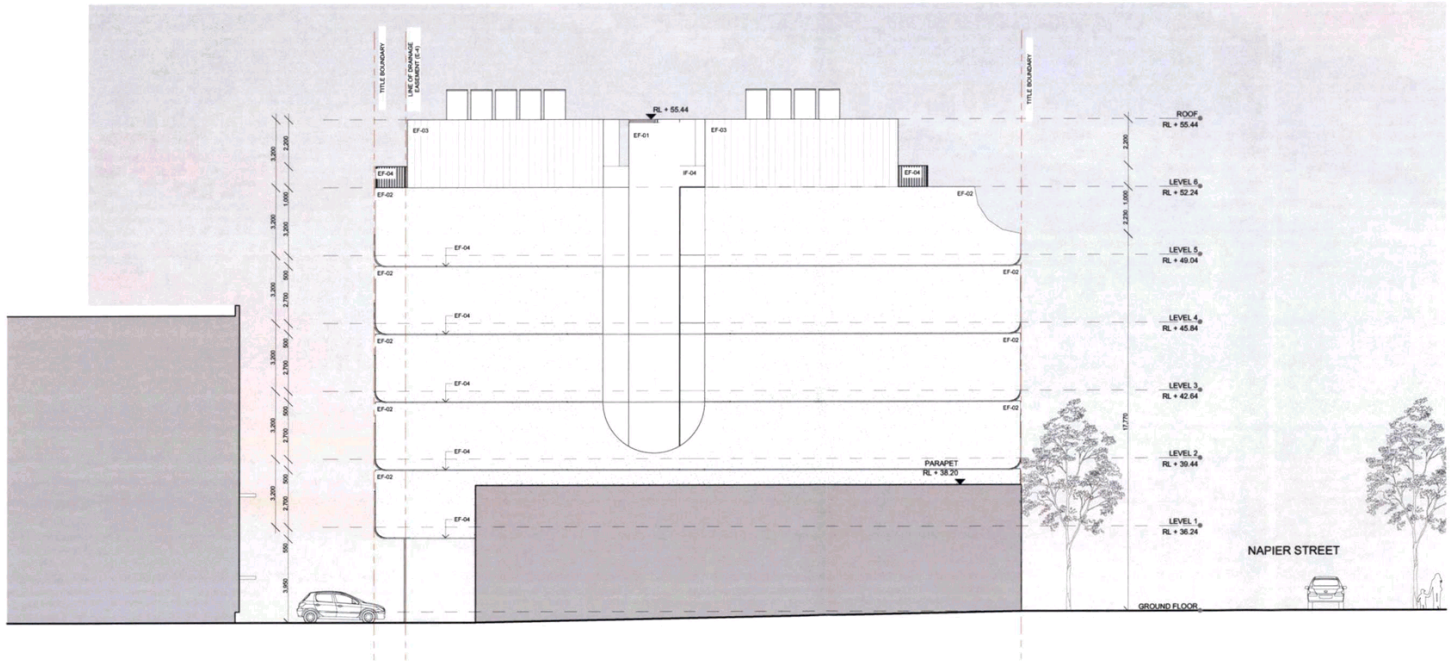
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NORTH ELEVATION
REVISION 03
PRELIMINARY
A2.104

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Attachment 2 - Complete set of plans

MATERIAL LEGEND
EF01_Concrete-Polished
EF02_Concrete - Bush Hammered
EF03_Timber Boards - Black Stained
EF04_Stainless Steel - Sand Blasted Finish
EF05_Textured Glass
EF06_Blackbutt Timber Board
FF01_Concrete-Burnished
IF01_Metal-Perforated
IF02_Timber Boards - Vertical



02 ELEVATION
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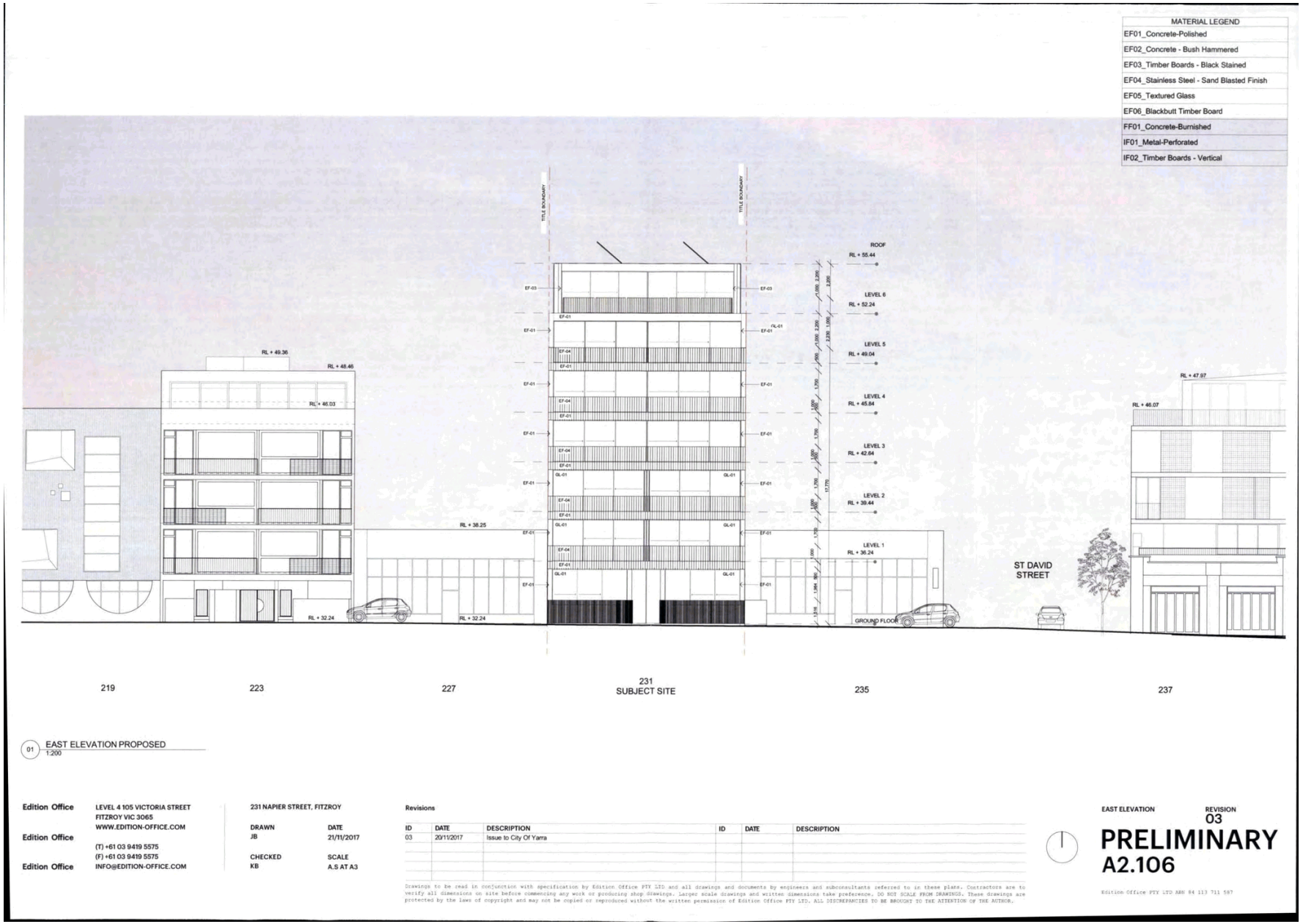
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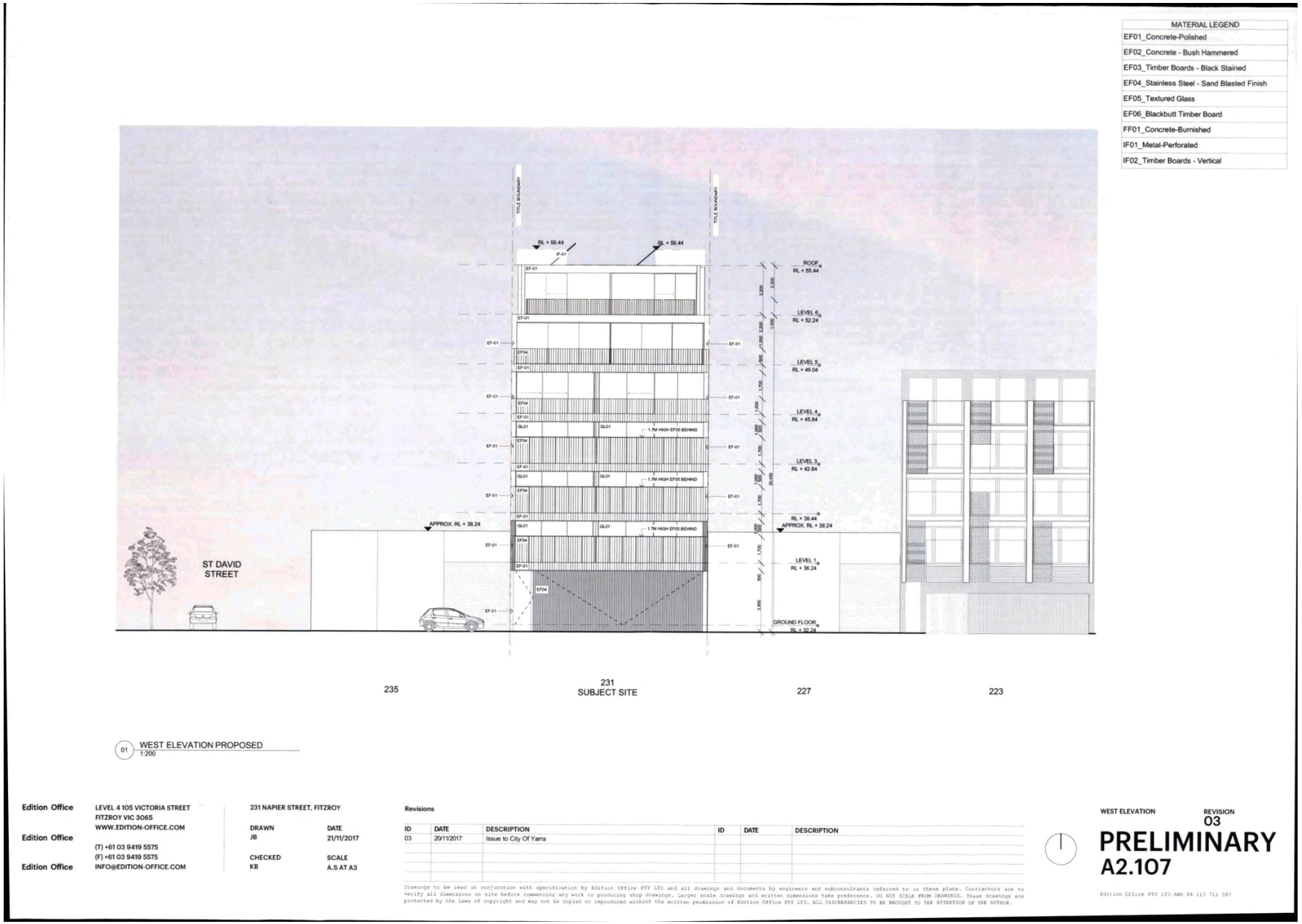
SOUTH ELEVATION
REVISION 03
PRELIMINARY
A2.105

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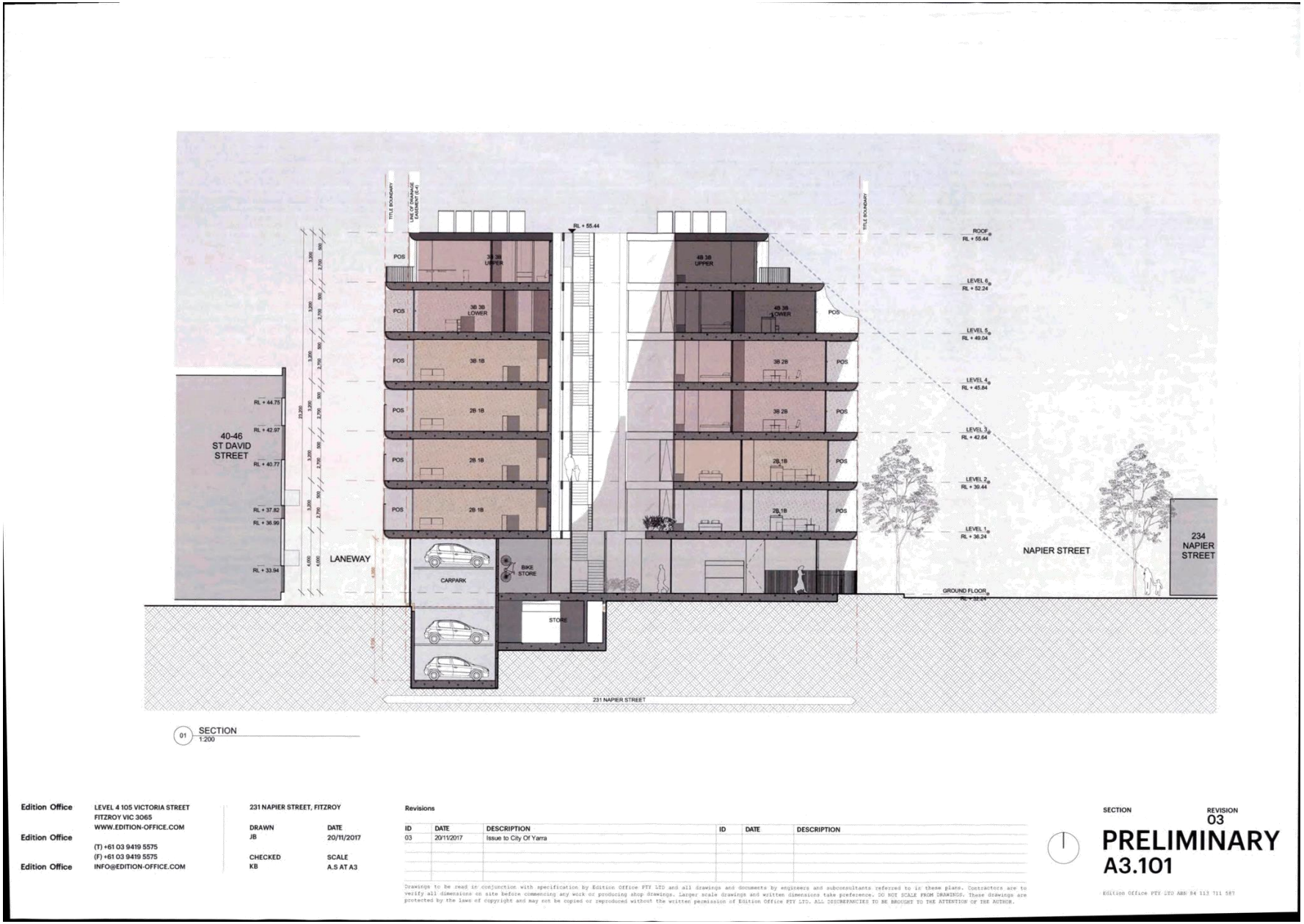
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SECTION

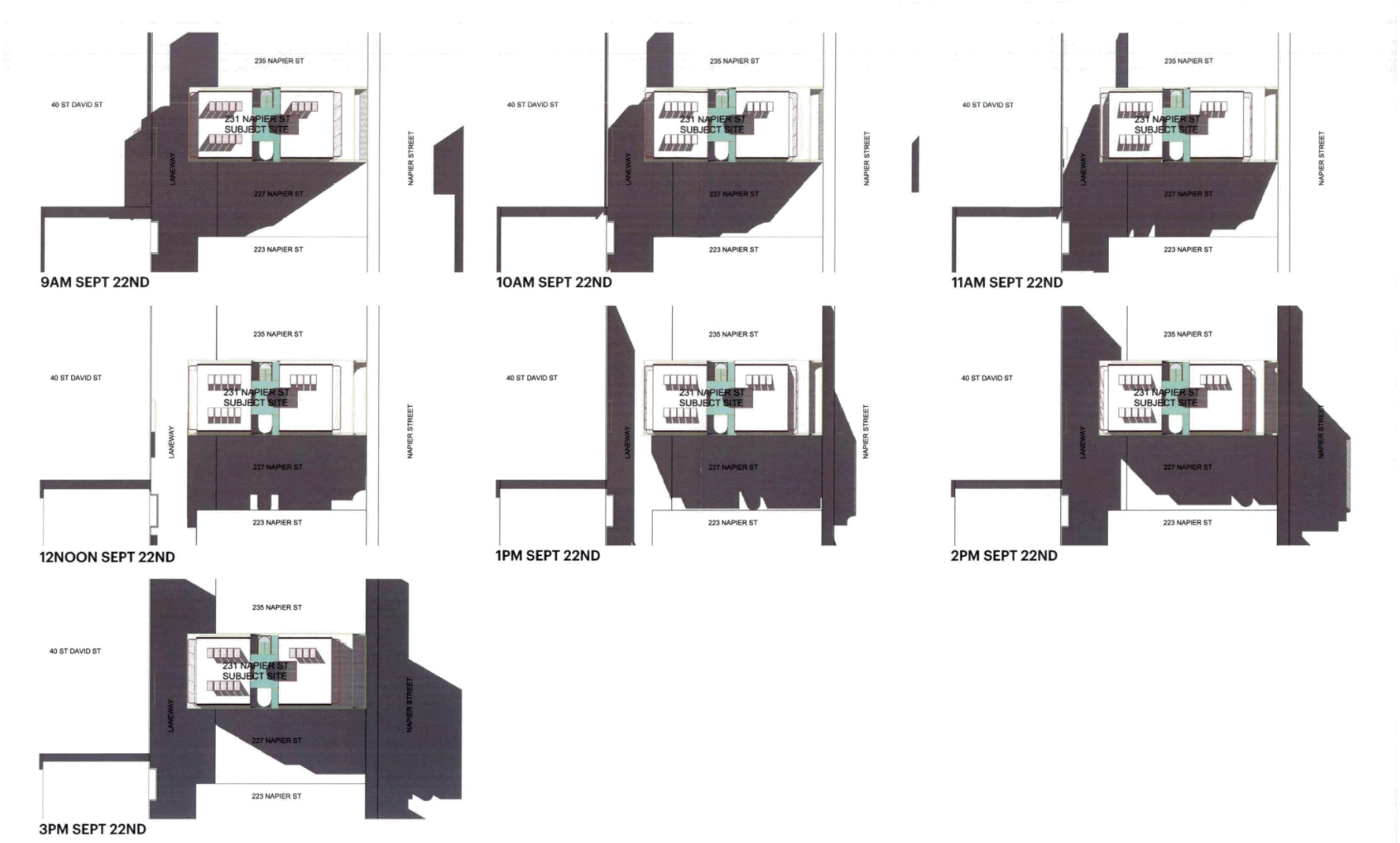
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A3.101

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SHADOW DIAGRAM

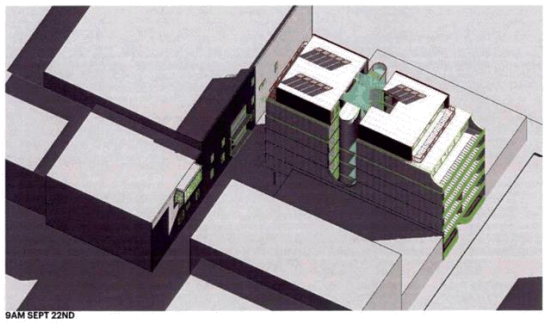
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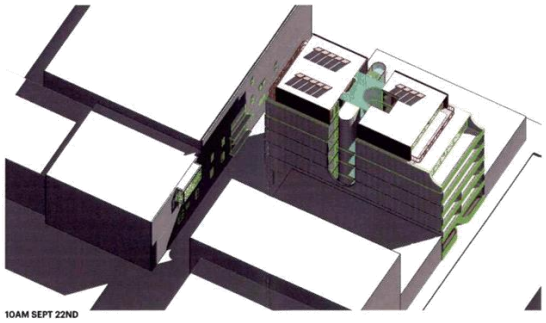
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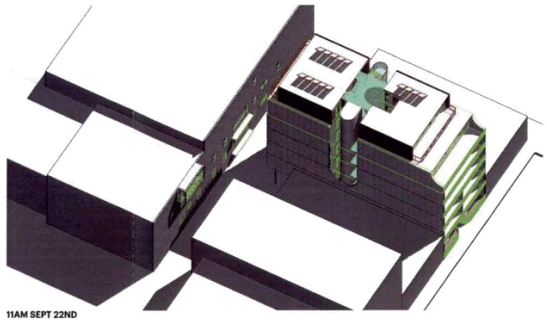
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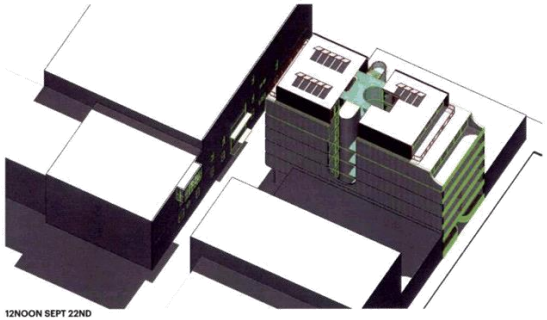
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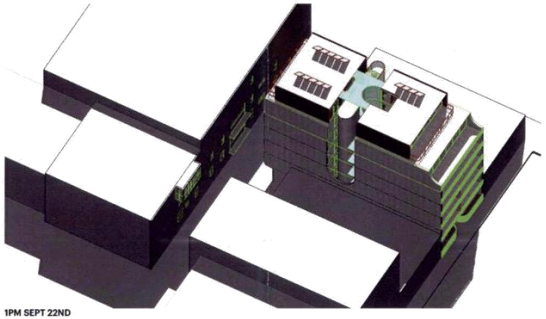
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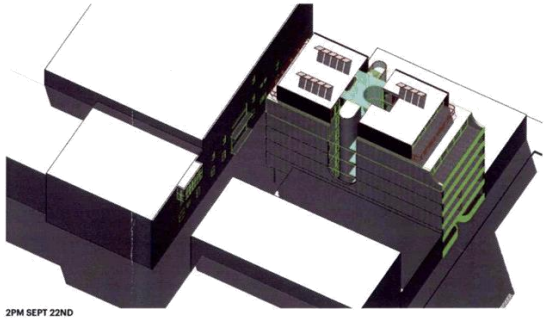

9AM SEPT 22ND

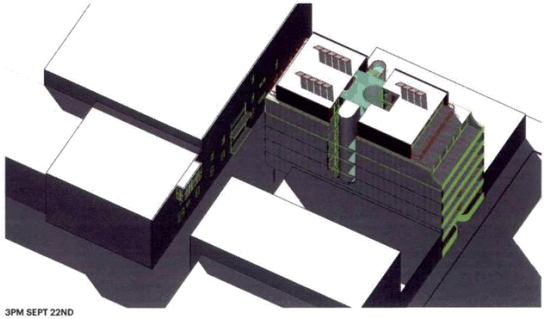

10AM SEPT 22ND


11AM SEPT 22ND


12NOON SEPT 22ND


1PM SEPT 22ND


2PM SEPT 22ND


3PM SEPT 22ND

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SHADOW DIAGRAM REVISION 03

PRELIMINARY

A8.106

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8.0 APPENDIX

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APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Building Setback

Objectives

To ensure the setback of a building from a boundary appropriately responds to the urban context.

To allow adequate daylight into new dwellings.

To limit views into habitable room windows and private open space of new and existing dwellings.

To provide a reasonable outlook from dwellings.

To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.

Standard

The built form of the development must be appropriate to the urban context and the site.

A building should be setback a reasonable distance from side and rear boundaries, and other buildings within the site to:

- Ensure adequate daylight into new habitable room windows.
- Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views.
- Provide an outlook from dwellings that creates a reasonable visual connection to the external environment.
- Ensure the dwellings are designed to meet other internal amenity objectives of the new apartment provisions.

Decision Guidelines

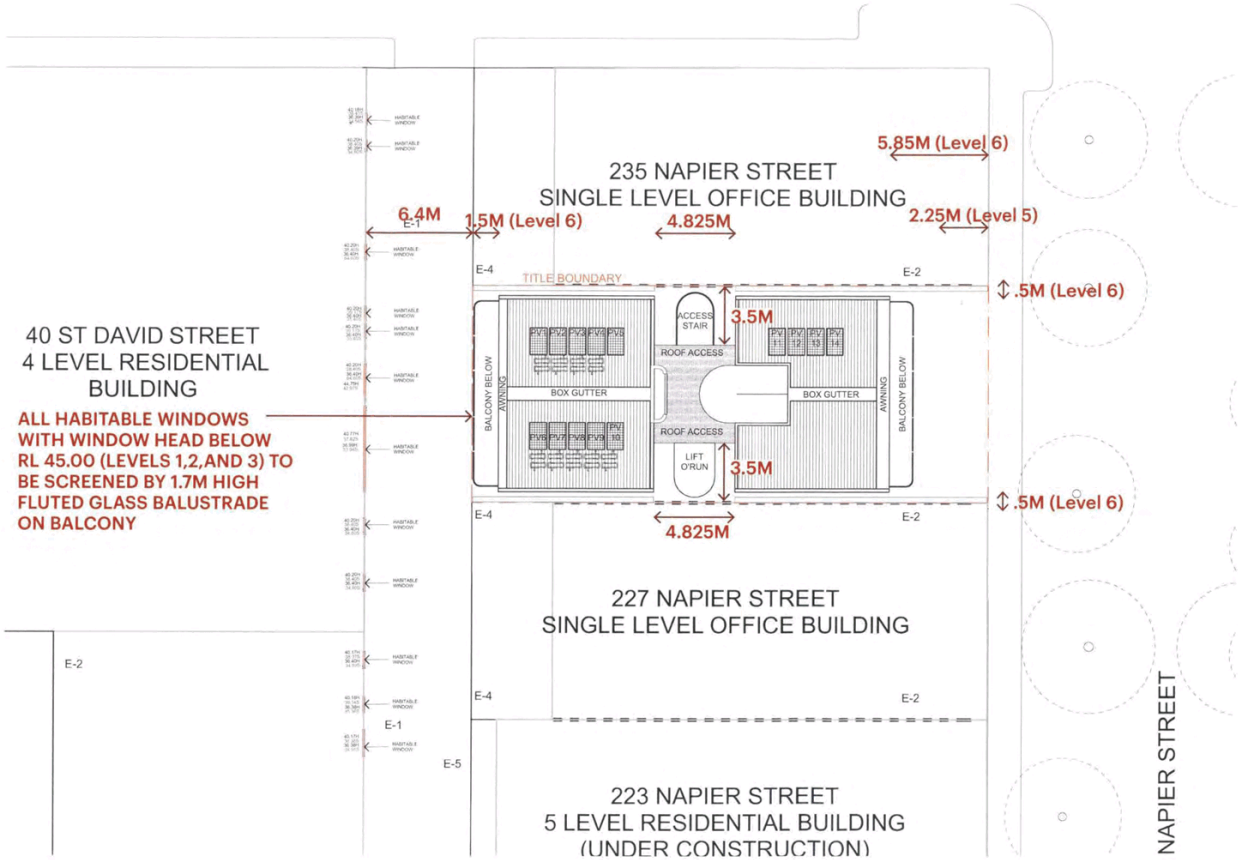
Before deciding on an application, the responsible authority must consider:

- The purpose of the zone or overlay that applies to the land.
- Any relevant urban design objective, policy or statement set out in this scheme.
- The urban context report and site description.
- The design response.
- The relationship between the proposed building setback and the building setbacks of existing adjacent buildings, including the interface with laneways.
- The extent to which the proposed dwellings are provided with reasonable daylight access through the layout of rooms and the number, size, location and orientation of windows.
- The impact of overlooking on the amenity of existing and proposed dwellings.
- The existing extent of overlooking into existing dwellings and private open space.
- Whether the development meets other internal amenity objectives of the new apartment provisions.

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Edition Office

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Building Setback



231 Napier St, Fitzroy 3065

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APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Functional Layout

Objectives

To encourage dwellings that provide functional areas that meet the needs of residents.

To provide dwellings that can be adapted to meet the changing needs of residents.

Standard

A dwelling should have bedrooms that meet the minimum internal room dimensions specified in Table 1.

All bedrooms should provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe.

Table 1 Bedroom dimensions

Bedroom type	Minimum width	Minimum depth
Main bedroom	3 metres	3.4 metres
All other bedrooms	3 metres	3 metres

A dwelling should have a living area (excluding dining and kitchen areas) that meets the minimum internal room dimensions specified in Table 2.

Table 2 Living area dimensions

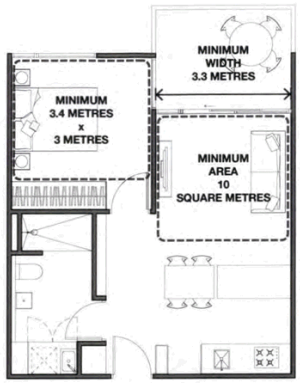
Dwelling type	Minimum width	Minimum area
Studio and 1 bedroom dwelling	3.3 metres	10 sqm
2 or more bedroom dwelling	3.6 metres	12 sqm

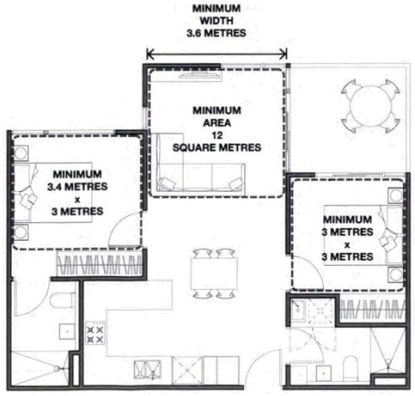
Decision Guidelines

Before deciding on an application, the responsible authority must consider:

- The design response.
- The useability, functionality and amenity of habitable rooms.

Minimum room dimensions





Attachment 2 - Complete set of plans

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Room Depth

Objective

To ensure that single aspect habitable rooms allow for adequate daylight.

Standard

A single aspect habitable room should not exceed a room depth of 2.5 times the ceiling height.

A single aspect open plan habitable room depth may be increased to 9 metres provided the following requirements are met:

- The room combines the living area, dining area and kitchen.
- The kitchen is located furthest from the window.
- The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level, except where services are provided above the kitchen.

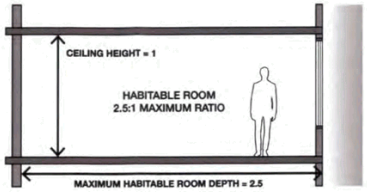
The room depth is measured from the external surface of the habitable room window to the rear wall.

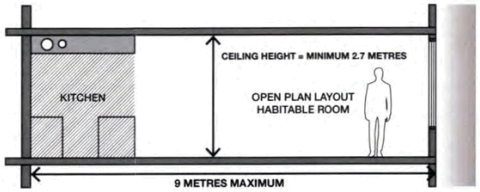
Decision Guidelines

Before deciding on an application, the responsible authority must consider:

- The design response.
- The extent to which the habitable room is provided with reasonable daylight access through the number, size, location and orientation of windows.
- The useability, functionality and amenity of the dwelling based on layout, siting, size and orientation of habitable rooms.
- Any overhang above habitable room windows that limits daylight access.

Room depth and ceiling height dimensions





Attachment 2 - Complete set of plans

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Storage

Objective

To provide adequate storage facilities for each dwelling.

Standard

Each dwelling should have convenient access to usable and secure storage space.

The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table 1.

Table 1 Storage

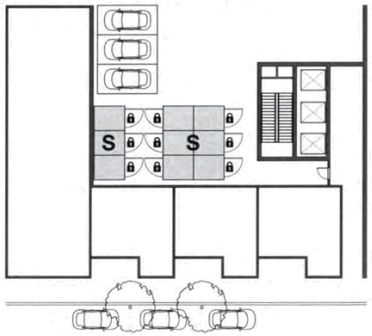
Dwelling type	Total minimum storage volume	Minimum storage volume within the dwelling
Studio	8 cubic metres	5 cubic metres
1 bedroom dwelling	10 cubic metres	6 cubic metres
2 bedroom dwelling	14 cubic metres	9 cubic metres
3 or more bedroom dwelling	18 cubic metres	12 cubic metres

Decision Guidelines

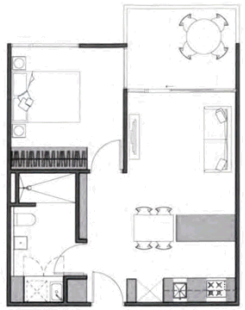
Before deciding on an application, the responsible authority must consider:

- The design response.
- The useability, functionality and location of storage facilities provided for the dwelling.

External storage layout



Internal storage layout



1 BEDROOM DWELLINGS



2 BEDROOM DWELLINGS

Attachment 2 - Complete set of plans

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Private Open Space

Objective

To provide adequate private open space for the reasonable recreation and service needs of residents.

Standard

A dwelling should have private open space consisting of:

- An area of 25 square metres, with a minimum dimension of 3 metres at natural ground floor level and convenient access from a living room, or
- An area of 15 square metres, with a minimum dimension of 3 metres at a podium or other similar base and convenient access from a living room, or
- A balcony with a minimum area and dimension specified in Table 1 and convenient access from a living room, or
- A roof-top area of 10 square metres with a minimum dimension of 2 metres and convenient access from a living room.

If an air conditioning/heating/condenser unit is located on a balcony, the balcony must be an additional 1.5 square metre in area.

Table 1 Balcony size

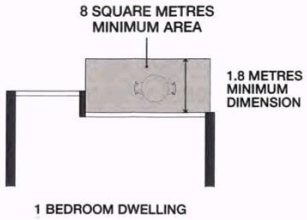
Dwelling Type	Minimum Area	Minimum Dimension
Studio or 1 bedroom dwelling	8 square metres	1.8 metres
2 bedroom dwelling	8 square metres	2 metres
3 or more bedroom dwelling	12 square metres	2.4 metres

Decision Guidelines

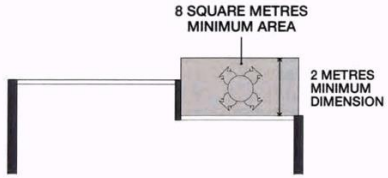
Before deciding on an application, the responsible authority must consider:

- The design response.
- The useability, accessibility and functionality of the private open space.
- The amenity of the private open space based on the orientation of the lot, the wind conditions and the sunlight it receives.
- The availability of and access to public or communal open space.

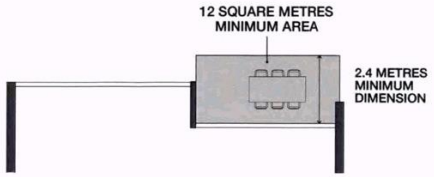
Minimum private open space dimensions



1 BEDROOM DWELLING



2 BEDROOM DWELLING

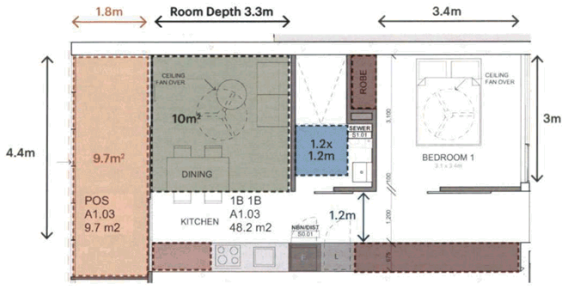


3 BEDROOM DWELLING

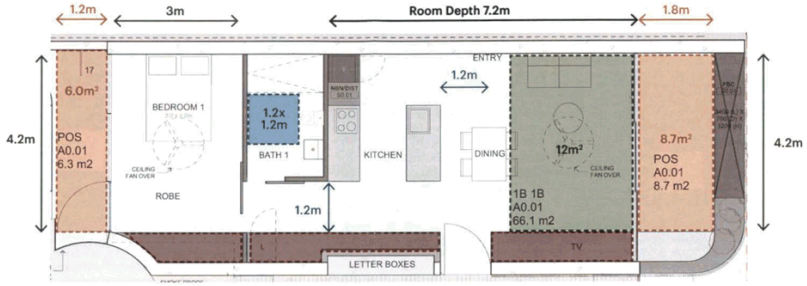
Attachment 2 - Complete set of plans

Edition Office

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Functional Layout
Room Depth
Storage
Accessibility
Private Open Space



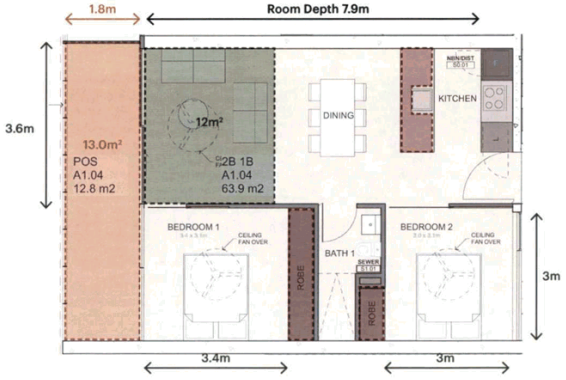
1 Bedroom Levels 1-4
Accessible
Total Storage within dwelling = 10.3m³ (6m³ required)



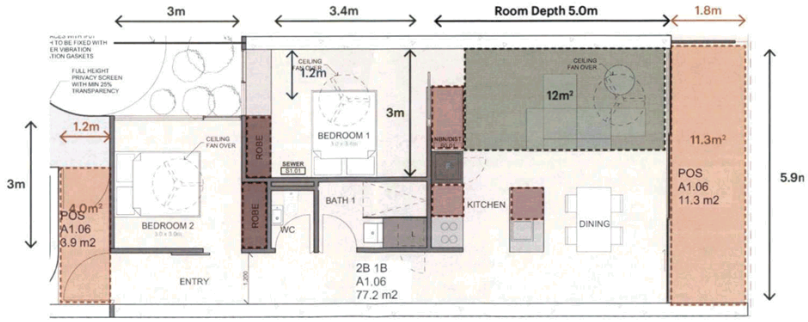
1 Bedroom Ground Floor
Accessible
Total Storage within dwelling = 20m³ (6m³ required)

LEGEND

- Minimum Room Dimensions
- Accessibility Requirements
- Private Open Space Requirements
- Storage Requirements



2 Bedroom Levels 1-4
Total Storage within dwelling = 10.2m³ (9m³ required)



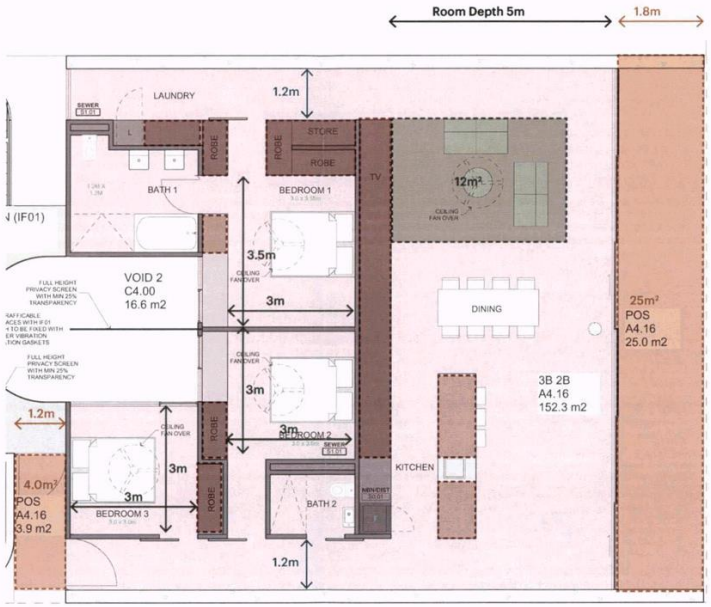
2 Bedroom Levels 1-2
Total Storage within dwelling = 9m³ (9m³ required)
Additional Storage in Lower Ground = 5.7m3

231 Napier St, Fitzroy 3065

Attachment 2 - Complete set of plans

Edition Office

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Functional Layout
Room Depth
Storage
Accessibility
Private Open Space



LEGEND

- Minimum Room Dimensions
- Accessibility Requirements
- Private Open Space Requirements
- Storage Requirements

3 Bedroom (Typical) Levels 3-4
Accessible
Total Storage within dwelling - 37m³ (12m³ required)

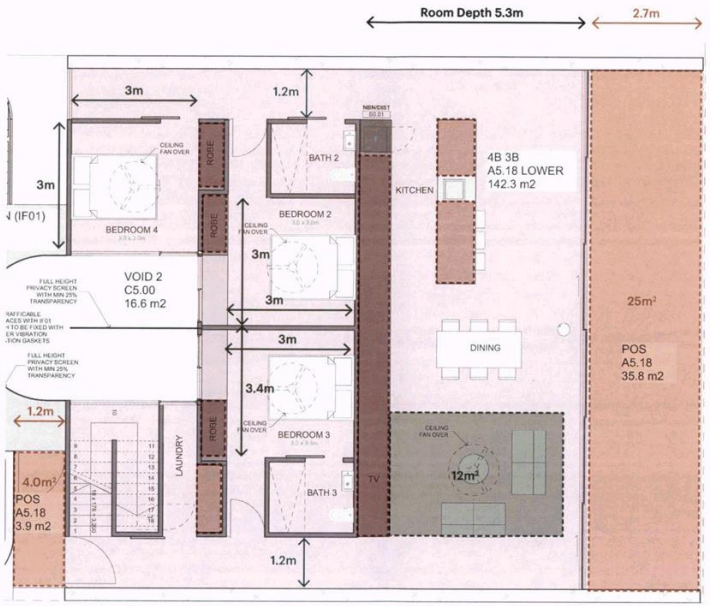
(89 of 99)

231 Napier St, Fitzroy 3065

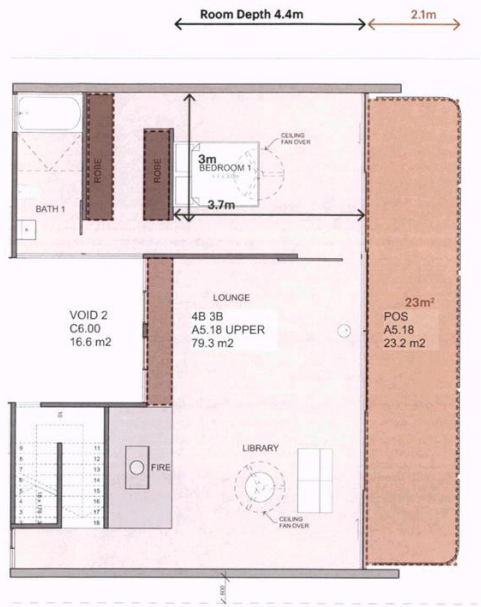
Attachment 2 - Complete set of plans

Edition Office

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Functional Layout
Room Depth
Storage
Accessibility
Private Open Space



Level 5



Level 6

4 Bedroom Levels 5-6
Total Storage within dwelling - 34m³ (12m³ required)

LEGEND
- Minimum Room Dimensions
- Accessibility Requirements
- Private Open Space Requirements
- Storage Requirements

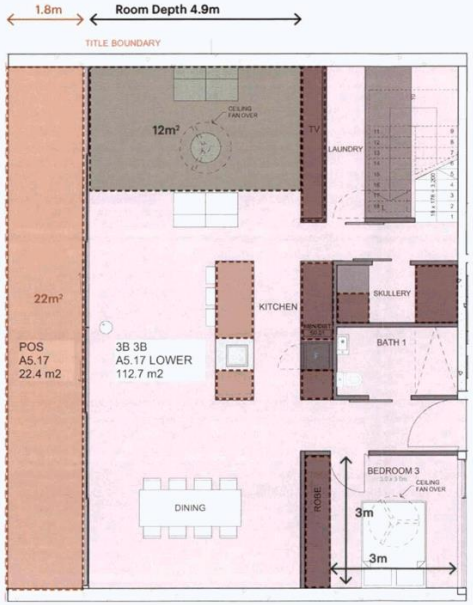
(90 of 99)

231 Napier St, Fitzroy 3065

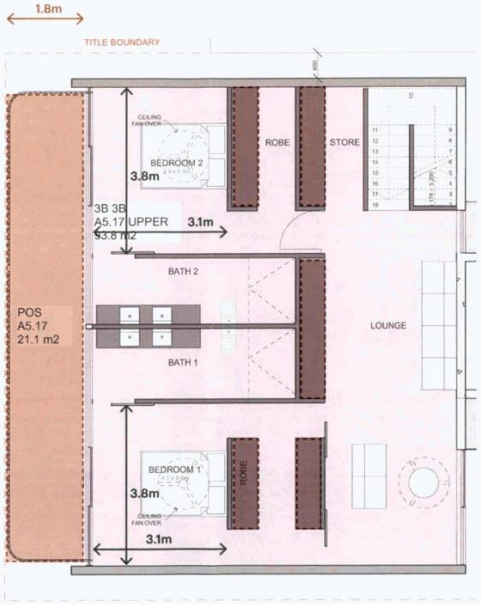
Attachment 2 - Complete set of plans

Edition Office

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Functional Layout
Room Depth
Storage
Accessibility
Private Open Space



Level 5



Level 6

3 Bedroom Levels 5-6
Total Storage within dwelling - 54m³ (12m³ required)

LEGEND

- Minimum Room Dimensions
- Accessibility Requirements
- Private Open Space Requirements
- Storage Requirements

231 Napier St, Fitzroy 3065

Attachment 2 - Complete set of plans

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Windows

Objective

To allow adequate daylight into new habitable room windows.

Standard

A window in a habitable room should be located in an external wall.

A window may provide daylight to a bedroom from a smaller area within the room, where:

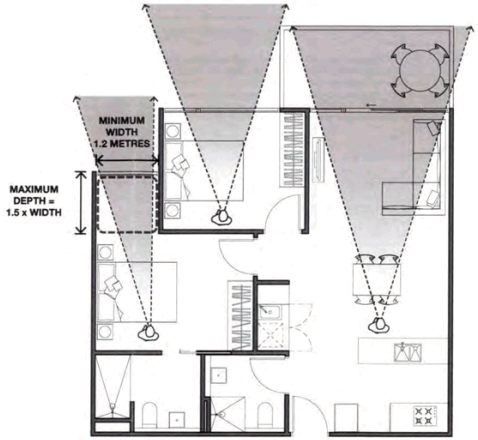
- The area is at least:
  - A minimum width of 1.2 metres.
  - A maximum depth of 1.5 times the width, measured from the external surface of the window.
- The window is clear to the sky.

Decision Guidelines

Before deciding on an application, the responsible authority must consider:

- The design response.
- The extent to which the habitable room is provided with reasonable daylight access through the number, size, location and orientation of windows.
- The useability and amenity of the dwelling based on the layout, siting, size and orientation of habitable rooms.

Window location and layout



Attachment 2 - Complete set of plans

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Natural Ventillation

Objectives

To encourage natural ventilation of dwellings.

To allow occupants to effectively manage natural ventilation of dwellings.

Standards

The design and layout of dwellings should maximise openable windows, doors or other devices in an external wall of the building, where appropriate.

At least 40% of dwellings should achieve effective cross ventilation. Effective cross ventilation is achieved where:

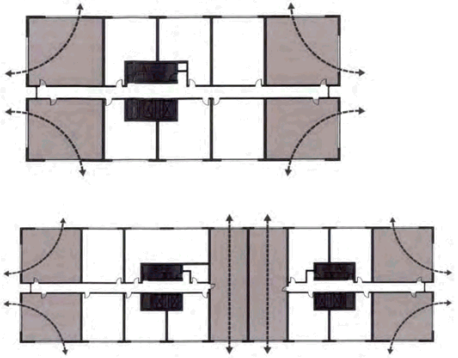
- There is a maximum breeze path through the dwelling of 18 metres.
- There is a minimum breeze path through the dwelling of 5 metres.
- The ventilation openings have approximately the same area.
- The breeze path is measured between the ventilation openings on different orientations of the dwelling.

Decision Guidelines

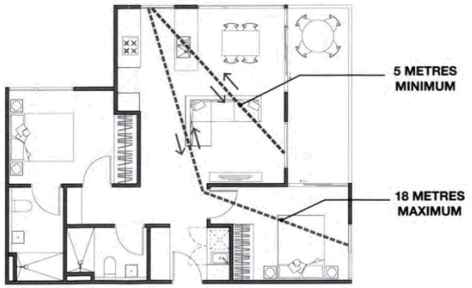
Before deciding on an application, the responsible authority must consider:

- The design response.
- The size, orientation, slope and wind exposure of the site.
- The extent to which the orientation of the building and the layout of dwellings maximises opportunities for cross ventilation.
- Whether an alternative design meets the relevant objectives having regard to the amenity of the dwelling and the site context.

Effective cross ventilation layout



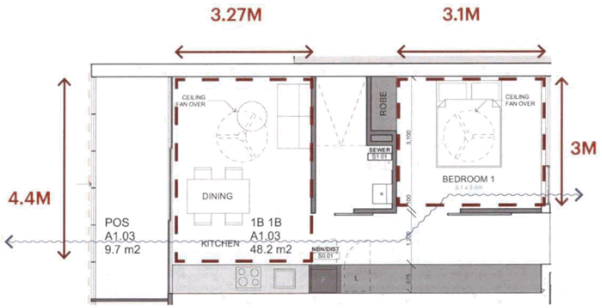
Breeze path layout



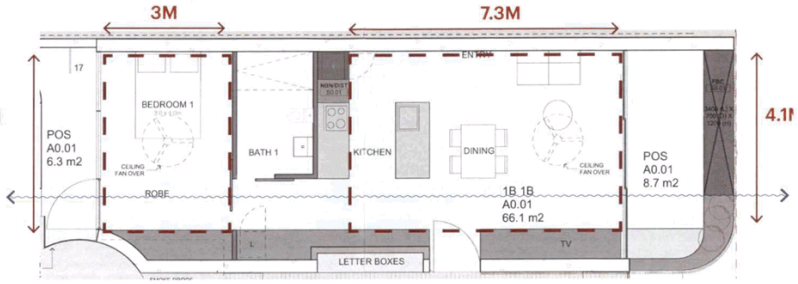
Attachment 2 - Complete set of plans

Edition Office

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Windows - 1 beds, 2 beds
Natural Ventilation



1 Bedroom Levels 1-4



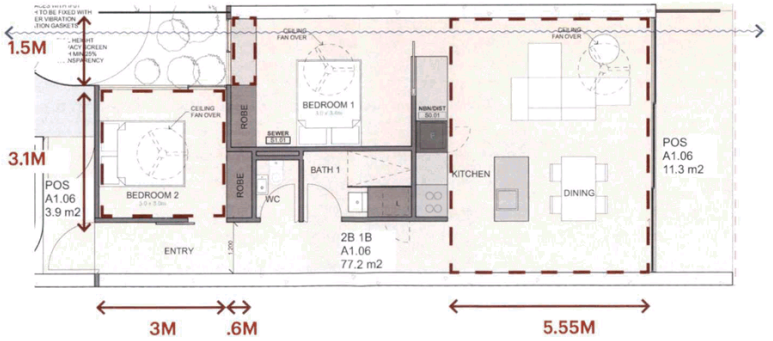
1 Bedroom Ground Floor

LEGEND

Natural Ventilation Path



2 Bedroom Levels 1-4



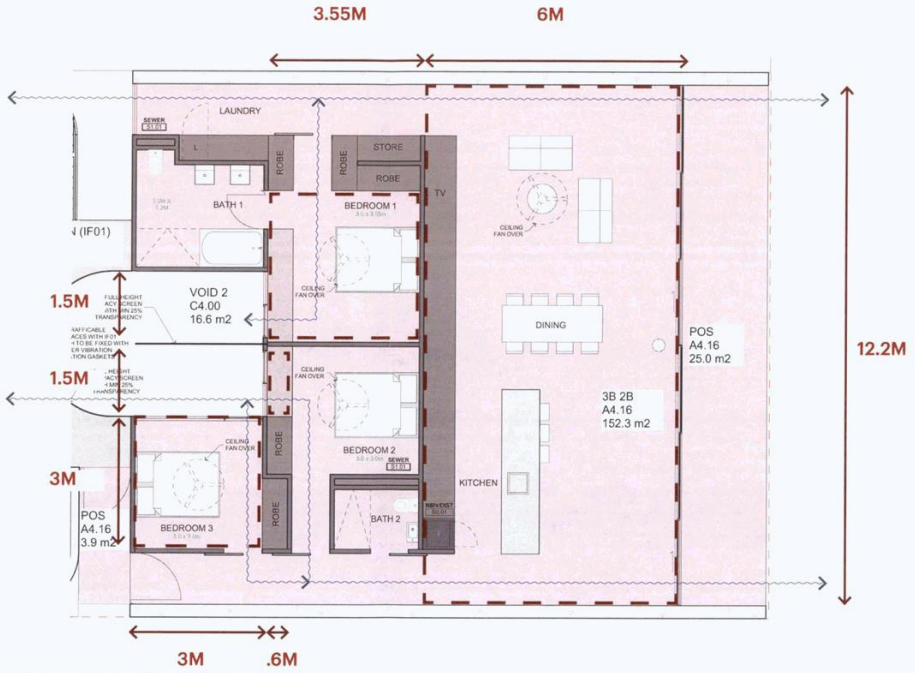
2 Bedroom Levels 1-2

231 Napier St, Fitzroy 3065

Attachment 2 - Complete set of plans

Edition Office

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Windows - 3 beds
Natural Ventilation



3 Bedroom (Typical) Levels 3-4

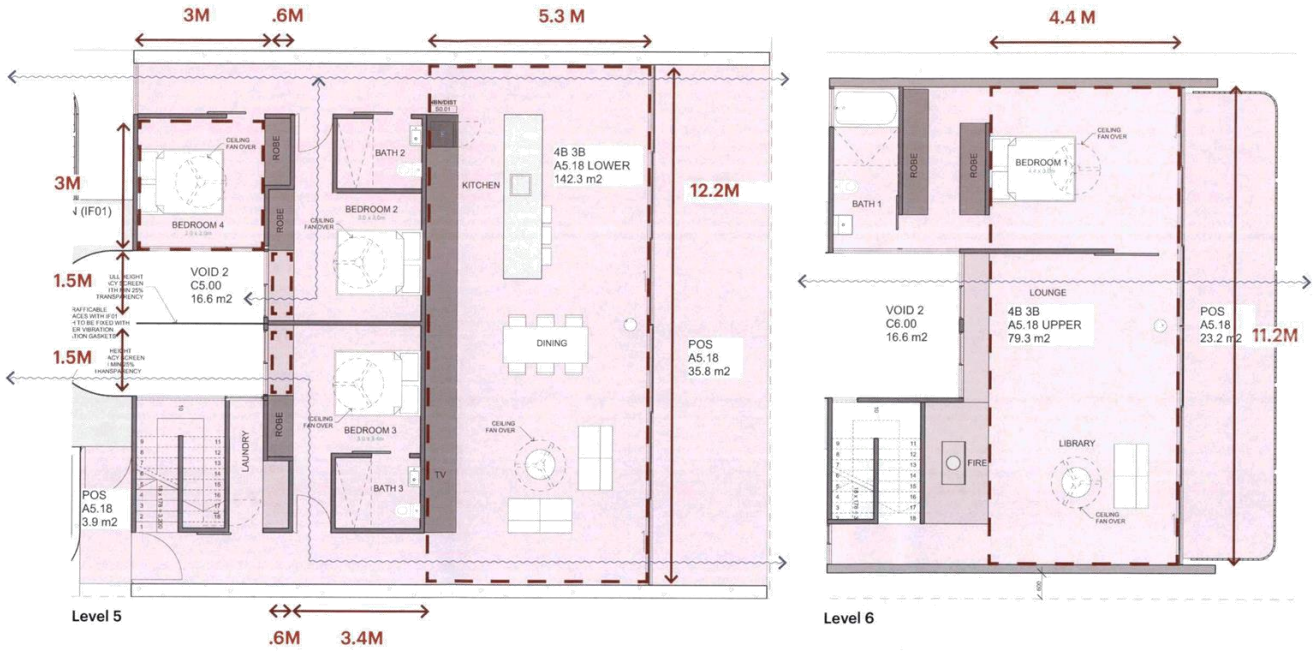
(95 of 99)

231 Napier St, Fitzroy 3065

Attachment 2 - Complete set of plans

Edition Office

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Windows - 3 beds
Natural Ventilation



Level 5

Level 6

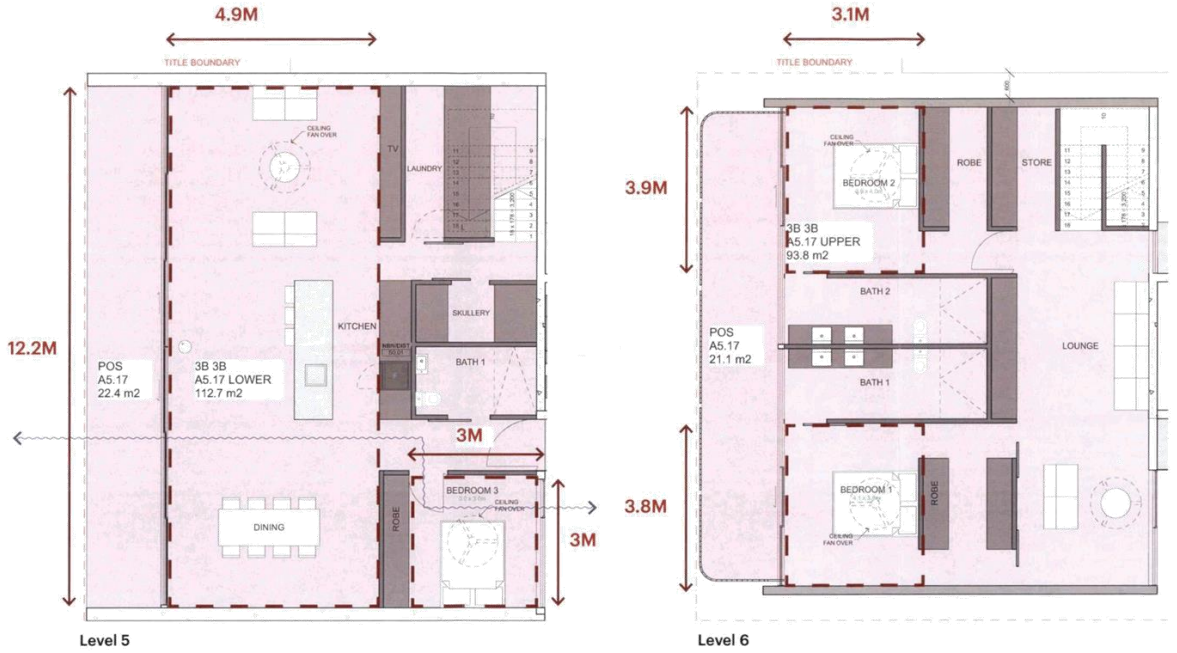
4 Bedroom Levels 5-6

231 Napier St, Fitzroy 3065

Attachment 2 - Complete set of plans

Edition Office

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Windows - 3 beds
Natural Ventilation



3 Bedroom Levels 5-6

(97 of 99)

231 Napier St, Fitzroy 3065

Attachment 2 - Complete set of plans

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Solar Access to Communal Open Space

Objective

To allow adequate solar access into communal outdoor open space.

Standard

The communal outdoor open space should be located on the north side of a building, if appropriate.

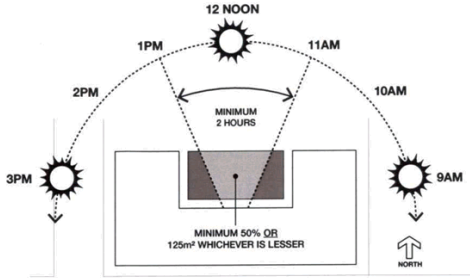
At least 50 percent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space area used by occupants should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.

Decision Guidelines

Before deciding on an application, the responsible authority must consider:

- The design response.
- The useability and amenity of the primary communal outdoor open space areas based on the urban context, the orientation of the building, the layout of dwellings and the sunlight it will receive.

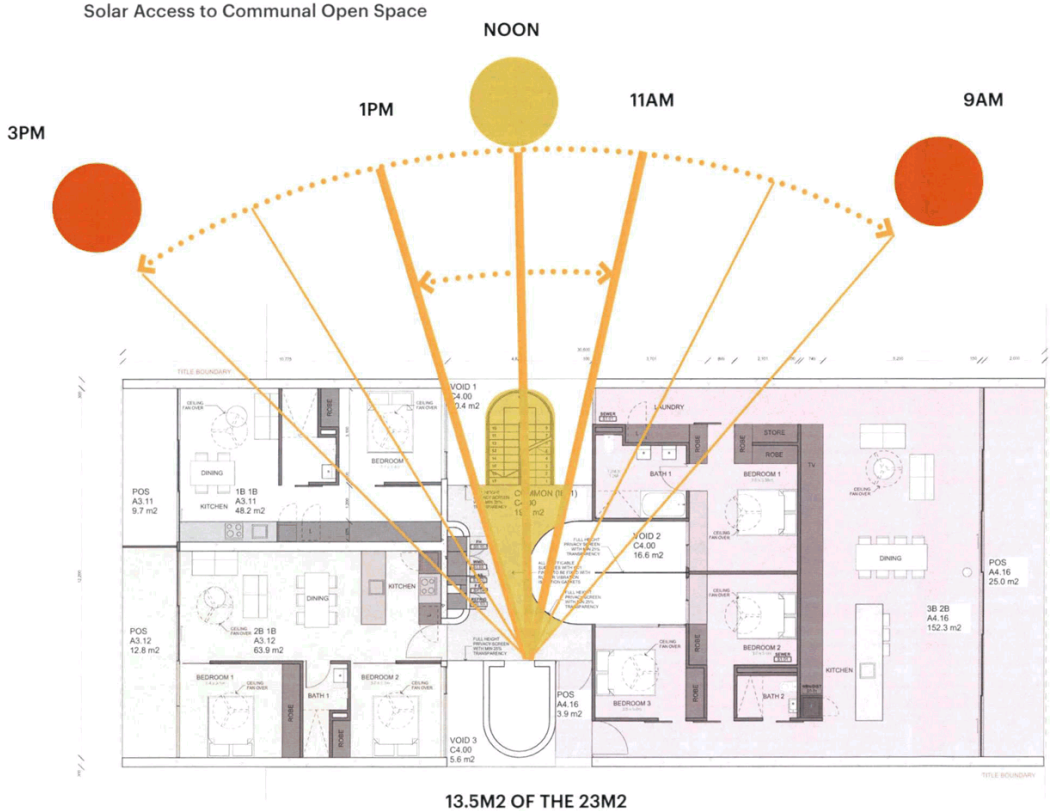
Minimum sunlight access



Attachment 2 - Complete set of plans

Edition Office

APPENDIX
BETTER APARTMENT DESIGN STANDARDS
Solar Access to Communal Open Space



13.5M2 OF THE 23M2
COMMON AREA
RECEIVES 2H OURS OF
SUNLIGHT ON JUNE 22ND
BETWEEN 11AM AND 1PM
THIS EQUATES TO 59%

(99 of 99)

231 Napier St, Fitzroy 3065

Attachment 3 - Heritage advice

City of Yarra
Heritage Advice

Application No.: PLN17/0868

Address of Property: 231 Napier Street, Fitzroy.

Planner: John Theodosakis

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

Heritage Overlay No.: HO334 **Precinct:** South Fitzroy.

Level of Significance

The site is a c.1970s single storey factory/showroom/office which is of no significance.

Context

Abutting the subject site to the south is a c. 1970s single level office building (No. 227 Napier Street) which is of no significance.

Adjacent and running southwards is No. 223 Napier Street, a 5 level building under construction, No. 219 Napier Street a 4 level residential development of unusual design, which is still under construction, Whitlam Place, Moor Street and the Fitzroy Town Hall.

Abutting the subject site to the north is a single level office building (No. 235 Napier Street) which is of no significance. On the corner of St David Street on the Rojo site is a 5 storey building within the retained brick façade of the former Rojo furniture factory.

On the east side of Napier Street, north of Moor Street, are single or double storey dwellings and the Napier Hotel.

Proposal

Demolition of the existing building and construction of a 7 level building above a basement.

Drawing Numbers

90 pages of drawings prepared by Edition Office and with Council date stamp 15 Oct 2017 and 23 Nov 2017.

Assessment of Proposed Works

I have been asked to comment on the "Presentation of the building to the street and its relationship with the surrounding context including the existing multi-storey buildings opposite and those currently under construction at 219 [4 storeys] and 223 Napier Street [5 storeys]".

The Neighbourhood Analysis states "Adjacent to the subject site in particular are a number of 4 – 6 storey buildings". It does not state where they are and they are not in this part of Napier Street, which is the relevant consideration, other than for those mentioned above – up to 5 storeys. In addition the iconic Fitzroy Town Hall is not mentioned which is pivotal to this part of the South Fitzroy precinct.

The Site Analysis mentions mature street trees "reducing the impact of medium-scale developments to pedestrians". It is an established principle that reliance cannot be placed on

Attachment 3 - Heritage advice

street trees, moreover deciduous street trees such as those in Napier Street, to camouflage development which is inappropriate or unacceptable. (p. 27)

Demolition

There is no issue with demolition of the existing building.

Built form (height/setbacks)

The overall height proposed is 23.2 metres. From the elevation (A2.106) it is self-evident that what it proposed is too high for its context and is out-of-keeping with it. The scale of the immediate streetscape and area has been set by the Fitzroy Town Hall which has been the highest and biggest building in immediate proximity since 1873 and 1887-90. Historically it has been the highest building and should remain so and aesthetically it has been, and should remain, the most dominant and prominent building in this streetscape and the immediate surrounding heritage streetscapes.

Nos. 219 and 223 Napier Street have changed the setting, but not unacceptably, but 5 levels is the maximum which could be built before there is an adverse effect on the heritage streetscape, including the prominence and dominance of the Fitzroy Town Hall. On the Rojo site (No. 237 Napier Street) 5 levels is acceptable principally because one level is contained behind a substantial brick perimeter wall of the former factory which has been retained and it is a block away from the Town Hall.

While the building heights on the east side of Napier Street undulate they are never higher than two storeys. This is no reason, or justification, to undulate the heights on the west side in this case starting from 4 storeys (Nos. 219 and 223 Napier Street) to 5 storeys as shown but excluding the 2 levels above which are drawn so lightly that they can barely be seen (p. 57), then to 5 storeys at No. 237 Napier Street (Rojo). The start and finish points of the scale on both sides of the street are quite different.

While Levels 6 and 7 appear to meet a sightline, from across Napier Street, they will be visible in views from the north-east, south-east (as illustrated and as obviously will be the case) and possibly from Moor Street to the west. (p. 48 - 49) They are also likely to be visible from vantage points further west along Moor and St David Streets and from elsewhere generally in that area. This will be an intrusion on the low-rise historical skyline of the South Fitzroy Precinct and the residential area. Level 6 is also visible in the perspective taken from directly opposite the site i.e. the same place as the sightline has been taken from. (p. 50)

The height and overwhelming bulk and scale are exacerbated by the upwardly curved (rolled slab) edges of the balconies, and in turn they are exacerbated by the depth of the soffits and the corrugated (emphasised rib) edge detail. The edges of the floor plates to the balconies should be kept slim.

The massing diagrams clearly indicate that the bulk and scale of the building will be overwhelming in this streetscape. Further reliance appears to have been placed on the potential development of the abutting sites. (pp. 54 - 55) Until development occurs, and it may not, the sheer blank side walls will be an unacceptable precedent in the streetscape. Further the lack of a setback for these walls will result in a 6 storey (to 5th floor and noting the concave at this level) wing wall abutting the property line which will be out-of-keeping, intrusive, discordant and dominant on the streetscape. (pp. 48 – 49) Likewise the 5 storey street wall and as compared with the upper level setbacks at No. 237 Napier Street (Rojo) behind the retained façade.

While there has been an extensive study of the characteristics of the 19th century (not 20th century as stated) building stock and details of the time, the literal attempt to incorporate them in a multi-storey building of greater scale and bulk has not been successful.

Attachment 3 - Heritage advice

Colours and materials

It is proposed to use bush-hammered concrete on the north and south elevations. While this may have been appropriate for the Melbourne Arts Centre, it is out-of-keeping in Fitzroy where render is smooth. The north and south elevations should have a pattern or texture in the external face of the pre-cast panels and to the satisfaction of the Responsible Authority.

The black stained timber boarding at the top of the building, in contrast to the "white" below, and which will be silhouetted against the sky, will make them more noticeable and dominant and not recessive as intended. Compare with the blackness of the upper levels of No. 237 Napier Street (Rojo). In addition it is not evident as to how the timber will be maintained and also the stain. Experience has shown that timber stain soon degenerates into an unsightly presentation, more so where it is inaccessible. No timber should be used where it is exposed to weathering.

Experience also shows that plain or polished concrete at ground or lower levels attracts stains and graffiti, particularly in a laneway, and also soon becomes unsightly and is difficult to maintain. A maintainable treatment such as painted surfaces should be preferred.

It is not evident as to why sand blasted stainless steel is proposed for the edges of the floor plates in the north and south elevations. (A2.105) Is this a mistake on the drawing? In time this is likely to corrode and is in an inaccessible location for maintenance, ultimately again resulting in an unsightly appearance.

GL-01 is not listed in the materials legend. It is presumed that it is clear glass but the exact nature of the glass e.g. coloured?, reflective? needs to be confirmed.

Several materials are included in the Materials Legend but are not evident on the drawings e.g. blackbutt and timber boards, burnished concrete, perforated metal etc. Some of these are illustrated in the images of the interior so it is assumed that there are not intended to be external materials but this needs to be clarified.

Fence

The black steel picket fence is acceptable but a maximum height of 1.5 metres should be a condition on any permit.

Recommendation / Comments:

Not approved.

Demolition of the building is acceptable.

The preferred height on this site is 4 storey street wall which will align with the development at Nos. 219 and 223 Napier Street which has changed the streetscape setting but not unacceptably. Five levels with a deep setback to make the top level not visible from the immediate streetscapes is the maximum which this site and this streetscape can accommodate before it is adversely affected.

The detailing of the north, east and south elevations needs to be reviewed so as to achieve a softer contribution to Napier Street all round. Interpretative translation of details of Victorian dwellings into a multi-storey contemporary development is inappropriate and ultimately not successful. Many of the details need to be reconsidered in the light of a contemporary building design.

Materials need to be reconsidered for their longevity in relation to a pristine appearance.

Confirm exactly what GL-01 is.

Attachment 3 - Heritage advice

Clarify the proposed use of materials such as blackbutt and timber boards, burnished concrete, perforated metal etc. which are listed in the Materials Legend but seemingly not evident on the drawings.

No timber is to be used where it is exposed to weathering and no stained timber is to be used.

Maintainable surfaces and/or finishes are to be used at all ground and first floor levels so as to maintain an pristine presentation to the streetscapes and lanescape.

Include a condition on any permit to ensure that the black steel picket fence is has a maximum height of 1.5 metres.

Signed:



Robyn Riddett

Director – Anthemion Consultancies

Date: 27 February, 2018.

Attachment 4 - Urban Design Advice

CITY OF YaRRA

MeMO

TO:	John Theodosakis (Statutory Planning)
FROM:	Amruta Pandhe (Urban Design)
DATE:	09 January 2018
SUBJECT:	231 Napier Street, Fitzroy
APPLICATION NO:	PLN17/0868
DESCRIPTION:	Demolition of existing building to allow for the construction of a residential development and reduction of car parking requirements

COMMENTS SOUGHT

Urban Design comments have been sought on:

- Presentation and articulation of the building to Napier Street, and with particular consideration to the properties currently under construction at 219 and 223 Napier Streets (endorsed plans relating to these properties have been attached).

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

These set of comments are provided on the plans dated 28th August 2017.

COMMENTS SUMMARY

The proposal is not supported in its current form. In summary, the following changes are recommended to make the proposal more acceptable from an urban design perspective. The rationale behind these changes is explained in more detail overleaf.

- The proposed streetwall height is not supported and it is highly recommended that the proposal does not exceed the precedents set by 219 and 223 Napier Street developments.
- Arrange the façade elements in a composition similar to the emerging character by presenting an appropriate balance between hard edge and indented elements.
- Encourage use of vertical landscaping in the development.

There are no known planned/approved capital works around the site which are being led by the Urban Design team.

DEVELOPMENT PROPOSAL

The development proposes demolition of existing building and construction of seven storey apartment development. The proposal provides pedestrian entrance from Napier Street Street and vehicular entrance from laneway.

URBAN DESIGN FEEDBACK

- **Napier Street Streetscape Character**

  The site sits in a section of properties between St David Street and Whitlam Place that have been intact set of single storey commercial developments with same lot widths and depths.

Attachment 4 - Urban Design Advice

Napier Street has predominantly single storey cottages with some 2 storey developments on the east side and a new emerging character of 4-5 storey recent developments on the west side. 219 and 223 Napier Street present a four storey (13.8m streetwall) along the street frontage which responds appropriately to the Fitzroy Town Hall and its broader context.

Clause 15 requires new development to respond to its context in terms of urban character. It also seeks new development to achieve architectural and urban design outcome that contributes positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties. Clause 21.05 seeks new development to respect and not dominate existing built form. Clause 43.01 seeks to ensure that development does not adversely affect the significance of heritage places.

The proposal presents an approximately 17.8m (5 storey) street wall with upper two level setback along Napier Street frontage. The proposed streetwall is 4m higher than the emerging character. Even though the site is a not contributory building it sits within a heritage overlay and has some contributory and individually significant heritage buildings in the surrounding. Further, it is important to retain the consistent character created by existing buildings to respond appropriately to the above clauses. Hence the proposed streetwall height is not supported as it will not respect and dominate the existing built form. This does not comply with Clause 21.05 and 43.01; hence it is highly recommended that the proposal does not exceed the precedents set by recent developments.

The character created by 219 and 223 Napier Street developments will be a strong streetwall character presenting an appropriate balance between hard edge and indented elements. The proposed façade design is of good architecture quality but it will be distinctly different style from the character created by the other two developments. Hence, this will make the proposed development stand out which is not an acceptable outcome in this context. This does not comply with above clauses and hence it is recommended to arrange the façade elements in a composition similar to the emerging character set by 219 and 223 Napier Street developments. It is encouraged to use vertical landscaping in the development. The material and finishes proposed are of high quality and supported.

Attachment 5 - Engineering comments

CITY OF YaRRA

MEMO

To:	**John Theodosakis**	
From:	**Artemis Bacani**	
Date:	**19 January 2018**	
Subject:	**Application No:**	**PLN17/0868**
	Description:	**Construction of a Residential Development**
	Site Address:	**231 Napier Street, Fitzroy**

I refer to the above Planning Application received on 15 December 2017 and the accompanying report prepared by Traffix Group in relation to the proposed development at 231 Napier Street, Fitzroy. 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	6	1 space to each dwelling	14	0
Two-bedroom dwelling	8			6
Three-bedroom dwelling	3	2 spaces to each dwelling	8	6
Four-bedroom dwelling	1			2
Residential visitors	18	1 space per 5 dwellings	3	0
		Total	**25**	**14**

The site would have a parking shortfall of 11 car spaces consisting of eight resident spaces and three 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.

Attachment 5 - Engineering comments

Car Parking Demand Assessment

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

- *Parking Demand for One-bedroom and Two-bedroom Dwellings*.
  The one-bedroom dwellings would not be provided with on-site parking whereas the two-bedroom dwellings would each be allocated with 0.75 spaces. Traffix Group has sourced car ownership rates for the Fitzroy area from the 2011 Census conducted by the Australian Bureau of Statistics. For one-bedroom flat type dwellings in Fitzroy, some 44% of flat type dwellings do not own a motor vehicle and for two-bedroom dwellings some 35% do not own a vehicle. The data suggests that there are a proportion of one-bedroom and two-bedroom households that own one or no motor vehicle. The provision of six spaces amongst the eight two-bedroom dwellings would be consistent with the statistical trend for this size of dwelling to own one car. The proposed on-site parking provision for the subject site reflects the statistical trend for car ownership in Fitzroy. The on-site parking is considered appropriate.

- *Parking Demand for Residential Visitors*.
  Peak parking for residential visitors generally occurs on weekday evenings and at weekends. Given the small scale of the development, the parking demand for the residential visitors would be one space as per the statutory requirement.

  The applicant proposes to accommodate all residential visitor parking off-site, since the site will be containing mechanical parking - not practical for use by residential visitors. For mixed use and multi-unit residential developments that are located along or near activity centres, we would normally encourage applicants to provide some residential visitor parking on-site. In this instance, the proposed car parking arrangement cannot practically allow for residential visitor parking to be accommodated on the property. In the context of the surrounding area, the peak demand of one residential visitor parking space off-site should not be detrimental to existing on-street parking conditions in the area.

- *Availability of Public Transport in the Locality of the Land*.
  The site is very well located in terms of public transport services. The site is within walking distance of tram services along Brunswick Street and Smith Street. Bus services are within walking distance from Johnston Street.

- *Convenience of Pedestrian and Cyclist Access*.
  The site has excellent pedestrian accessibility to shops, businesses, supermarkets, essential facilities and potential places of education and employment.

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 at an Alternate Site*.
  Traffix Group had conducted spot parking occupancy surveys of the surrounding area on Friday 23 June 2017 at 10am, 12pm, 7pm and 8pm, and Saturday 24 June 2017 at 12pm, 7pm and 8pm. The survey area encompassed sections of Napier Street, St David Street, and Moor Street. The times and extent of the survey are considered appropriate. A parking inventory ranging from 75 to 94 publicly available parking spaces was identified. The results indicate that on the Friday, the peak parking occupancy was observed at 10am, with no fewer than four spaces vacant within the study area. For the Saturday, the peak parking occupancy was recorded at 12pm with a minimum of 15 spaces available. The data suggests that any overflow with the short-stay parking for the development could be accommodated on-street.

- *Relevant Local Policy or Incorporated Document*.
  The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable

Attachment 5 - Engineering comments

transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

- *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 St David Street, east of Brunswick Street, approximately 140 metres north-west of the site. A GoGet car share pod is also located near the site in Napier Street, approximately 60 metres south of the site.

- *Other Relevant Considerations*.
  The occupants of the new dwellings will not be eligible to apply for on-street residential and visitor car parking permits.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver in the car parking requirement for the proposed one-bedroom and three-bedroom dwellings is considered appropriate in the context of the development and the surrounding area. The site has the advantage of being located close to public transport nodes.

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

TRAFFIC GENERATION

To determine the traffic generated by the proposed development, the following rates could be adopted as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential Dwellings (Allocated with 1 space)	3.0 trips per dwelling per day (six dwellings) Peak hour volume is 10% of daily volume	18	2	2
Residential Dwellings (Allocated with 2 spaces)	4.0 trips per dwelling per day (eight dwelling) Peak hour volume is 10% of daily volume	32	3	3
	Total	50	5	5

The traffic volumes generated are not unduly high and can be easily accommodated in the surrounding road network.

Queuing and Conflict

The development's parking would be contained in a shuffle type car stacker.

It is highly unlikely that vehicle queuing would take place outside the curtilage of the property.

Given the low peak hour traffic volumes, we envisage the potential for vehicle conflict within the carriageway easement to be very remote.

Attachment 5 - Engineering comments

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The garage doorway width is 11.0 metres.
Visibility	Visibility triangles have not been provided at the entrance of the development.
Car Parking Modules and Car Stacker	
Car Stacker Device	The applicant has proposed a shuffle type car stacker system, the Hercules Expanderpark -2+2 system. The model requires a floor to ceiling height of between 3.2 metres to 4.5 metres, and pit length of 5.5 metres. This stacker model will have a useable platform width of 2.5 metres.
Floor to Ceiling Height	A minimum floor to ceiling height of 4.35 metres has been provided.
Vehicle Clearance Height	The stacker model satisfies the vehicle clearance height requirements in *Design standard 4: Mechanical parking*.
Vehicle Turning Movements	Swept path diagrams not provided.
Other Items	
Internal Concrete Slab	For any new internal concrete works, the finished floor levels along the edge of the slab must be set 40 mm above the edge of the carriageway easement – Council Infrastructure requirement.

Design Items to be Addressed

Item	Details
Visibility	The recommendation by Traffix Group to install a convex mirror on the north and south side of the acccessway is supported.
Vehicle Turning Movements	The applicant is to submit a swept path diagram to demonstrate that a B85 design vehicle can enter and exit the stacker platforms off the carriageway easement.

Capital Works Programme
A check of the Capital Works Programme for 2017/18 indicates that no infrastructure works have been approved or proposed within the area of the site at this time.

Attachment 5 - Engineering comments

IMPACT ON COUNCIL ROAD ASSETS

The construction of the new buildings, the provision of underground utilities and construction traffic servicing and transporting materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site.

It is essential that the developer rehabilitates/restores laneways, footpaths, kerbing and other road related items, as recommended by Council, to ensure that the Council infrastructure surrounding the site has a high level of serviceability for residents, employees, visitors and other users of the site.

ENGINEERING CONDITIONS

Civil Works

- Upon the completion of all building works and connections for underground utility services, the footpath immediately outside the property's Napier Street road frontage must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's expense.
- The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

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

Car Stacker Device

- The car stacker devices must be installed, operated and maintained in accordance with the manufacturer's specifications and requirements.
- No pipes, ducting or protrusions from the ceiling or walls are to be installed above or within the space clearance envelopes for the car stacker devices.

NON-PLANNING ADVICE FOR THE APPLICANT

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 5 - Engineering comments

Preparation of Detailed Road Infrastructure Design Drawings
The developer must prepare and submit detailed design drawings of all road infrastructure works associated with this development for assessment and approval.

Protection of Car Stacker Pits
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 pits 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 any contaminated groundwater seeps through the walls of the basement, 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.

It is also the Permit Holder's onus and responsibility to ensure that rainfall run-off does not enter the property in the event of a heavy storm. Adequate measures should be in place to prevent backwash from entering the property.

Regards

Artemis Bacani
Roads Engineer
Engineering Services Unit

Attachment 6 - ESD advice

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, 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 Edition Office (Rev 03 20.11.2017) and the accompanying SMP, prepared by GIW Environment Solutions (Rev C 25.08.2017).

Attachment 6 - ESD advice

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council



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Attachment 6 - ESD advice

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



Assessment Summary:

Responsible Planner:		John Theodosakis	
ESD Advisor:		Euan Williamson	
Date:	15.01.2018	Planning Application No:	PLN17/0868
Subject Site:		231 Napier Street, Fitzroy	
Site Area:	Approx. 399m^2	Site Coverage:	100%
Project Description:		Seven storey building comprising 18 dwellings.	
Pre-application meeting(s):		None.	

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

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

(1) Applicant ESD Commitments:

- Minimum 7 Star average NatHERS Star rating for dwellings.
- A STORM report with a 112% STORM score has been submitted that demonstrates best practice and relies on ~253m^2 of roof connected to 14,000 litres in rainwater storage for flushing of all toilets.
- A 3.5 kW solar PV array to contribute 55% to onsite common area electricity consumption.
- All dwellings will have access to cross ventilation and ceiling fans throughout.
- 21 secure bicycle parking spaces on ground floor.
- Energy efficient hot water, heating/cooling and lighting.
- Water efficient fixtures and taps.

(2) Application ESD Deficiencies:

- Daylight to bedrooms is very poor. Daylight modelling clearly presents this is a serious issue across the first 5 levels of the building (ground to 4th). Position of stairs and lift largely blocks access to daylight of bedrooms at lower levels, although the building is spacious and contains ample room to accommodate these elements without restricting daylight so severely. Recommend building re-design to include re-configuration of the stairs and lift in the building core so they do not block access to daylight to bedrooms.

(3) Outstanding Information:

- The SMP states there are only 18 bike spaces, please update to be consistent with the plans which show 21 in total.

(4) ESD Improvement Opportunities

- Reasonable shading to habitable room windows. Some areas of glazing exposed to summer sun angles, although cooling loads are reasonable and are all underneath the 30MJ/m^2 BADS standard. Consider providing additional exterior adjustable shading to east and west facing balconies.
- Consider a larger solar PV array to cover 100% of common area electricity.
- Consider more extensive landscaping to improve the ecological value of the site.
- Recommend that the development include some communal spaces for residents such as gardens or other facilities.

Attachment 6 - ESD advice

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council



- Consider electric vehicle charging infrastructure.
- Consider low VOC internal finishes, sealants and paints, carpets and flooring, wall and ceiling coverings. Low or zero formaldehyde content in engineered timber products.
- Consider that all timber to be certified by FSC as sustainable.
- Consider recycled concrete component and low embodied energy steel.
- Consider recycled materials in building components such as insulation.
- Recommend providing a composting system for dwellings.

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

Attachment 6 - ESD advice

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	All dwellings will have access to cross ventilation and ceiling fans throughout.	-	1
Daylight & Solar Access	Daylight to bedrooms is very poor. Daylight modelling clearly presents this is a serious issue across the first 5 levels of the building (ground to 4th) Position of stairs and lift largely blocks access to daylight of bedrooms at lower levels, although the building is spacious and contains ample room to accommodate these elements without restricting daylight so severely.	Recommend building re-design to include re-configuration of the stairs and lift in the building core so they do not block access to daylight to bedrooms.	2
External Views	External views from all dwellings.	-	1
Hazardous Materials and VOC	No specific information has been provided.	Consider specifying low-VOC internal finishes, sealants, carpets and flooring, wall and ceiling coverings, as well as low or zero formaldehyde content in engineered timber products.	4
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: - Excellent natural ventilation - Reasonable shading proposed - Good thermal efficiency standards.	Please refer to section on, *NCC Energy Efficiency Requirements Exceeded* and *Effective Shading*	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 6 - ESD advice

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	Minimum 7 Star average NatHERS Star rating for dwellings.	-	1
Hot Water System	Centralised gas hot water system with a minimum 7 Star energy efficiency, or 90% efficiency system to all dwellings.	Consider gas boosted solar hot water.	4
Peak Energy Demand	Peak demand reduced through various initiatives.	-	1
Effective Shading	Some areas of glazing exposed to summer sun angles, although cooling loads are reasonable and are all underneath the 30MJ/m^2 BADS standard.	Consider providing additional exterior adjustable shading to east and west facing balconies.	2
Efficient HVAC system	Energy efficient reverse cycle heating/cooling systems within one star of the most efficient available.	-	1
Efficient Lighting	Energy efficient lighting, and external lighting to have motion sensor controls.	-	1
Electricity Generation	A 3.5 kW solar PV array to contribute 55% to onsite common area electricity consumption.	Consider a larger solar PV array to cover 100% of common area electricity.	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

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 6 - ESD advice

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	Water efficient taps and fittings throughout, including: - 4 Star toilets - 5 Star tapware - 3 Star showers <7.5 litres/min - 5 Star dishwashers	-	1
Water for Toilet Flushing	A 14,000 litre rainwater tank connected to all toilets for flushing.	-	1
Water Meter	Water metering for individual dwellings and all major common area uses.	-	1
Landscape Irrigation	Mostly native vegetation.	-	1
Other	-	-	-

*** 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 6 - ESD advice

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 112% STORM score has been submitted that demonstrates best practice and relies on ~253m^2 of roof connected to 14,000 litres in rainwater storage for flushing of all toilets.	-	1
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	The 14,000 litres of rainwater tanks detailed above will partially act 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 6 - ESD advice

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 has been provided.	Consider recycled materials in building components such as insulation.	4
Embodied Energy of Concrete and Steel	No information has been provided.	Consider recycled concrete component and low embodied energy steel.	4
Sustainable Timber	No information has been provided.	Consider that all timber used onsite is FSC accredited as sustainable.	4
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	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

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 6 - ESD advice

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	Car parking in car stackers.	-	1
Bike Parking Spaces	21 secure bicycle parking spaces in bike store on ground floor.	The SMP states there are only 18 spaces, please update to be consistent with the plans.	3
End of Trip Facilities	No information has been provided.	-	NA
Car Share Facilities	No information has been provided.	-	1
Electric vehicle charging	No information has been provided.	Consider electric vehicle charging infrastructure.	4

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 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 6 - ESD advice

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 CWMP with a minimum 80% recycling/reuse target for construction and demolition waste.	-	1
Operational Waste Management	Space for general waste, recycling and hard waste.	Recommend providing a composting system for dwellings	4
Storage Spaces for Recycling and Green Waste	Area for bins can be identified on the plans.	-	1
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 7. Waste Management
Construction and Waste Management www.sustainability.vic.gov.au
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 6 - ESD advice

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	Minimal landscaping proposed.	Recommend introducing some landscaping to meet the BADS and Clause 22.17 standards and to improve the ecological value of the site.	2
Heat Island Effect	No specific information has been submitted.	-	1
Communal Spaces	No specific information has been submitted.	Recommend that the development include some communal spaces for residents such as gardens or other facilities.	2

*** 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 6 - ESD advice

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 6 - ESD advice

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	Comprehensive commissioning and tuning of all major appliances and building services.	-	1
Building Users Guide	A Building Users Guide will be provided explaining optimal usage of building services and sustainability features within the development including rainwater tanks, energy systems, etc.	-	1
Contractor has Valid ISO14001 Accreditation	An accredited ISO 14001 construction contractor will be positively weighted in the selection criteria	-	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

Attachment 6 - ESD advice

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.

1.5 93 Wellington St, Collingwood - Planning Permit Application PLN17/0512 - Construction of a 12 storey building plus basement, with reduction in the car parking requirement associated with dwellings

Executive Summary

Purpose

1. This report provides an assessment of planning permit application for PLN17/0512 and recommends approval, subject to conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) clause 32.04 – Mixed Use Zone;
   (b) clause 43.02 – Design and Development Overlay, Schedule 2;
   (c) clause 52.06- Car parking;
   (d) clause 52.34 - Bicycle facilities
   (e) clause 58 – Apartment developments
   (f) clause 22.05 – Interface uses policy;
   (g) clause 22.12 – Public open space contribution;
   (h) clause 22.16 – Stormwater management (water sensitive urban design); and
   (i) clause 22.17 – Environmentally sustainable development.

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) policy and strategic support;
   (b) urban design;
   (c) clause 58 – Apartment Developments;
   (d) environmental sustainability;
   (e) car parking / traffic;
   (f) bicycle facilities; and
   (g) objector concerns.

Objector Concerns

4. A total of 6 objections were received to the application, these can be summarised as:
   (a) visual bulk and impact on outlook;
   (b) insufficient car parking;
   (c) height;
   (d) overshadowing;
   (e) the approval at 72-94 Cambridge Street is 10 storeys, not 11; and
   (f) equitable development (including the western setbacks should at least match those as approved for 72-94 Cambridge Street).

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: **Sarah Thomas**
TITLE: **Principal Planner and Advocate**
TEL: **9205 5046**

1.5 93 Wellington St, Collingwood - Planning Permit Application PLN17/0512 - Construction of a 12 storey building plus basement, with reduction in the car parking requirement associated with dwellings

Trim Record Number: D18/90021
Responsible Officer: Senior Coordinator Statutory Planning

Proposal:	Development of the land for the construction of a 12 storey building plus basement, with reduction in the car parking requirement associated with dwellings
Existing use:	Single storey warehouse style building
Applicant:	DP Toscano Architects Pty Ltd
Zoning / Overlays:	Mixed Use Zone, Design and Development Overlay (Schedule 2), Environmental Audit Overlay
Date of Application:	29 June 2017
Application Number:	PLN17/0512

Planning History

1. On 21 February 1997, Planning Permit No. 97/157 was issued for a change of use to an office.

Background

2. On 16 May 2018 the Applicant lodged amended plans under Section 57A of the *Planning and Environment Act* 1987 [**the Act**]. The amendment makes the following changes to the advertised plans:
   (a) modified lift core, bin store and bicycle store at the ground level;
   (b) notation confirming the bin store would be ventilated;
   (c) addition of a convex mirror for vehicles exiting the site;
   (d) modified lift and stair cores throughout each floor;
   (e) level 8-10 eastern balconies setback 2.9m from the street and treated with clear glazing to the balustrades (previously positioned on the Wellington Street boundary at level 8 and setback 1.5m at levels 9 and 10);
   (f) deletion of the roof garden;
   (g) Wellington Street ground level elevation modified from a full height metal screen to glazing with low metal slats; and
   (h) deletion of metal slat treatment to front entry door (glazed door).

Existing Conditions

Subject Site

3. The subject site is located on the west side of Wellington Street, north of Langridge and south of Peel Streets, Collingwood. The site has a frontage of 9.88m and a depth of 28.4m, yielding an overall area of 286m².

4. The site is developed with a single storey warehouse style building, partially constructed to the east and south title boundaries, with vehicular access provided from the northern end of the Wellington Street frontage. A rear setback contains two sheds and a grassed area.

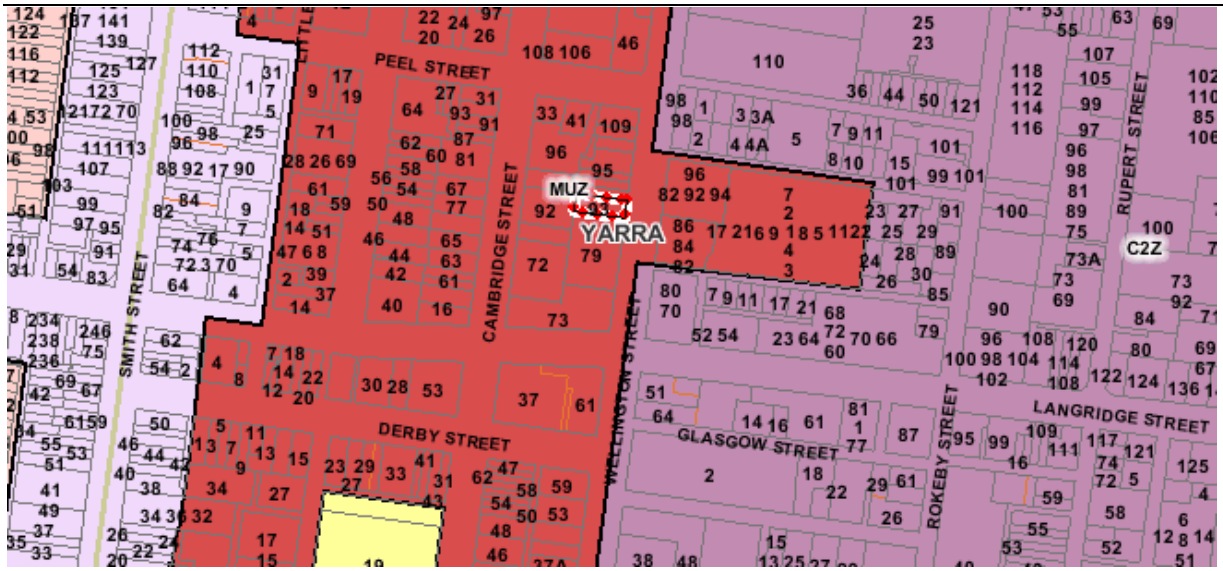


Title

5. The title submitted with the application does not show any covenants or easements.

Surrounding Land

6. The site is located at the eastern edge of a Mixed Use Zone pocket of Collingwood, generally positioned east of the Commercial 1 Zone strip of Smith Street to the west and the Commercial 2 Zone pocket of the Gipps Street warehouse precinct to the east.



7. Wellington Street and the MUZ pocket to the west has undergone considerable change over the last 5-10 years. Whilst the area was historically dominated by 1-3 storey Victorian era commercial tenancies and later inter-war style warehouses, this area has been subject to a number of taller residential developments/approvals in recent years, including:
   (a) 132 Smith Street (Banco Development) (9 storeys);
   (b) 9-17 Smith Street (7storeys);
   (c) 22 Peel Street (5 storeys);
   (d) 41 Peel Street (6 storeys);
   (e) 4-12 Langridge Street (5 storeys);
   (f) 23 Little Oxford Street (4 storeys);
   (g) 195 Wellington Street (9 storeys);

(h) 46-74 Stanley Street and 25-35 Napoleon Street (up to 9 storeys);
(i) 24-28 Stanley Street (7 storeys);
(j) 1-21 Robert Street (up to 17 storeys);
(k) 73-77 Wellington Street (10 storeys);
(l) 86 Smith Street (5 storeys); and
(m) 72-90 Cambridge Street (9 storeys).

8. To the north of the subject site is a 7 storey building used as dwellings. The building is constructed to the shared boundary. Further north is a 10 storey residential building on the corner of Wellington and Peel Street.

9. To the east of the subject site is a row of primarily 2 storey buildings used as offices, retail premises and dwellings. The finishes include a mixture of face red brick, concrete panel and glazed facades. Behind these buildings, further east, is the Yorkshire Brewery development (1-21 Robert Street) which was approved at VCAT at 17 storeys.

10. To the south of the subject site is a 1-2 storey warehouse building, presenting 2 storeys to Wellington Street and 1 storey to the subject site, with a front setback provided in front of the single storey portion for car parking.

11. Further south is the No. 73-77 Wellington Street development, recently approved as a 10 storey residential building. The site was most recently developed with a 3 storey, red brick office building, which has since been demolished. The site was subject to a recent planning permit application for a 12 storey mixed use development (plus 4 basement levels), including 2 shops and 87 dwellings. The appeal was a section 79 application (failure) and Council formed a position of refusal based on built form (height, setbacks and massing), car park layout, equitable development, vehicular access via Wellington Street and poor on-site amenity. Council's position was upheld by VCAT, however the Tribunal's primary concern was vehicular access from Wellington Street (across the Copenhagen style bicycle lanes) and safety. A subsequent application was lodged for this site, with a permit issuing on 4 October 2016 for:

    (a) Construction of a building containing two or more dwellings (10 storeys).
    (b) Use of the land for shops.
    (c) Reduction in the car parking requirements associated with dwelling visitors and shops.
    (d) Waiver of the loading bay requirement for the shops.

12. Further south again is an island site bound by Wellington, Derby, Langridge and Cambridge Streets. Planning Permit PLN15/0641 was issued at the direction of VCAT on 29 August 2017 for:

    (a) Development of the land for the construction of a 14 storey building (plus
    (b) 3 basement levels) in a Mixed Use Zone,
    (c) construction and use of land for offices in Mixed Use Zone,
    (d) reduction of car parking required for dwellings, food and drink premises
    (e) and offices pursuant to the requirements of clause 52.06,
    (f) removal of Restrictive Covenant Y008576A from Certificate of Title
    (g) Volume 8055 Folio 952 and
    (h) removal of Easement A-1 from Lot 1 on TP84168U pursuant to clause 52.02.

    The development has commenced.

13. Further south-west, at No. 72-90 Cambridge Street, Planning Permit PLN15/1083 was issued on 25 October 2015 for the construction of a multi-storey (9 storey), mixed use building, use as an art gallery, and a reduction in the car parking requirements in accordance with the endorsed plans.

14. The site is well serviced by public transport, with the following options:

(a) train – North Richmond Station approximately 724m to the south-east of the site and Collingwood Station approximately 663m to the north-east of the site;
(b) tram – 2 services along Victoria Parade (approximately 350m to the south) and 1 service along Smith Street (approximately 278m to the west); and
(c) bus – 5 services along Victoria Parade and 8 services along Hoddle Street (approximately 480m to the east).

15. The area is also ideal for cyclists. In July 2015, Council opened 'Copenhagen style' bicycle lanes in Wellington Street. The arrangement provides a physical separation between cyclists and motorists to improve safety and was listed as a high priority project in the Yarra Bicycle Strategy 2010-2015.

The Proposal

16. The application is for the construction of a 12 storey building plus basement, with an associated reduction in the car parking requirement associated with dwellings. Further details of the proposal are as follows:

Built form

(a) full demolition of existing buildings/structures (no permit required);
(b) construction of a 12 storey building, plus basement. The development would be a maximum overall height of 38.5m;
(c) in terms of massing, the proposal would present as 7 storeys to Wellington Street with the top 5 levels setback 2.9m to 4.5m;
(d) ground to level 1 would be constructed to all title boundaries, excluding a 4.5m wide by maximum 4m deep light court along the southern boundary. This light court then extends up throughout all floors;
(e) level 2 would include a 4.5m rear setback (with a 3.3m deep balcony);
(f) levels 3 to 6 would include an angled setback, ranging from approximately 3.1m to 4.5m;
(g) level 7 would introduce a regular rear setback at 4.5m (no longer angled as per the levels below);
(h) levels 8 to 10 would continue the regular rear setback of 4.5m, however the front balcony would be setback 2.9m from the front title boundary, projecting 1.6m forward of the façade which would be 4.5m behind the front title boundary;

Layout

(i) the basement would contain a car stacker pit (10 vehicles), lift and stair access, a 3,000L rainwater tank, a bin room, a bike store for 5 bicycles, and a residential lobby;
(j) the base of the light court would have permeable paving;
(k) the ground floor would include a vehicular entry door, a bicycle/pedestrian entrance and fire services cupboard presentation to Wellington Street;
(l) levels 1 to 10 would each contain a 3 bedroom dwelling. A 4.5m wide by maximum 4m deep light court would be located along the southern boundary, with the bedrooms generally positioned to the west (all but the dwellings on levels 1 and 2) and 1.1m to 3.3m deep balconies along the eastern boundary (all except for the dwelling on level 2 which would also contain a western balcony). Each dwelling would contain 2 bathrooms;
(m) level 11 (roof level) would contain services only, however it is a level as the stairs and lift extends to this floor;

Colours and materials

(n) the development would be constructed of a mixture of flat and ribbed concrete, with metal screens and a mixture of grey tonal finishes.

Planning Scheme Provisions

Zoning

17. The subject site is zoned Mixed Use. The following provisions apply:
    (a) Pursuant to clause 32.04-2 of the Yarra Planning Scheme [**the Scheme**], a planning permit is not required to use the land as dwellings.
    (b) Pursuant to clause 32.04-6 of the Scheme, a planning permit is required to construct two or more dwellings on a lot. An apartment development of five or more storeys, excluding a basement, must meet the requirements of clause 58.

Overlays

18. The subject site is affected by the Design and Development Overlay, Schedule 2 (Main Roads and Boulevards) and the Environmental Audit Overlay. The following provisions apply:
    (a) Pursuant to clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works. The relevant design objectives of schedule 2 are:

        (i) *To recognise the importance of main roads to the image of the City.*
        (ii) *To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.*
        (iii) *To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.*
        (iv) *To encourage high quality contemporary architecture.*
        (v) *To encourage urban design that provides for a high level of community safety and comfort.*
        (vi) *To limit visual clutter.*
        (vii) *To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.*

    (b) Pursuant to clause 45.03-1 of the Scheme, before a sensitive use (residential use, child care centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:

        (i) *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or*
        (ii) *An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.*

        This Scheme requirement should be noted on any permit issued.

Relevant Particular Provisions

Clause 52.06- Car parking

19. Pursuant to clause 52.06-2 of the Scheme, before a new use commences or the floor area of an existing use is increased or the measure specified in column C of table 1 to clause 52.06-5 for that use is increased, the required car parking spaces must be provided on the land. The following table identifies the car parking requirement under clause 52.06-5, the provision on site, and the subsequent reduction below the statutory requirement:

Use	Statutory Requirement	On-site Provision	Reduction requested
Dwelling residents	1 space to each 1 or 2 bedroom dwelling plus 2 spaces to each 3+ bedroom dwelling = 20 spaces	10	10
Dwelling visitors	1 visitor space to each 5 dwellings for developments of 5 of more dwellings = 2 spaces	0	2
Total	**22**	**10**	**12**

20. Pursuant to clause 52.06-3, a permit is required to reduce (including reduce to zero) the number of car spaces required under clause 52.06-5.

Clause 52.34 - Bicycle facilities

21. Pursuant to clause 52.34-1, a new use must not commence until the required bicycle facilities and associated signage are provided on the land. The following table identifies the car parking requirement under clause 52.34-3, the provision on site, and the subsequent reduction below the statutory requirement:

Use	Statutory Requirement	On-site Provision	Reduction requested
Dwelling residents	In developments of four or more storeys, 1 to each 5 dwellings = 2 spaces	10	0
Dwelling visitors	In developments of four or more storeys, 1 to each 10 dwellings = 1 space		0
Total	**3**	**10**	**0**

22. Clause 52.34-2 states that a permit may be granted to reduce or waive this requirement. Clause 52.34-5 contains bicycle signage requirements.

Clause 58 – Apartment developments

23. This clause applies as the proposal is for an apartment development over 5 storeys in a MUZ. A development should meet all the standards and must meet all the objectives.

General Provisions

Clause 65 – Decision Guidelines

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

State Planning Policy Framework (SPPF)

25. Relevant clauses are as follow:

Clause 10.01 – Integrated decision making

26. This clause states (as relevant): *Planning authorities and responsible authorities should endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.*

Clause 11.06-2 – Housing choice

27. The objective of this clause is: *To provide housing choice close to jobs and services*.

Clause 11.06-4 – Place and identity

28. The objective of this clause is: *To create a distinctive and liveable city with quality design and amenity.*

Clause 11.06-6 – Sustainability and resilience

29. The objective of this clause is: *To create a more sustainable and resilient city that manages its land, biodiversity, water, energy and waste resources in a more integrated way.*

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

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

Clause 13.04-1 – Noise abatement

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

Clause 13.04-2 – Air quality

32. The objective of this clause is: *To assist the protection and improvement of air quality.*

Clause 15.01-1 – Urban design

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

Clause 15.01-2 – Urban design principles

34. 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.*

35. A list of 11 design principles is listed for non-residential development or residential development not covered by Clause 54, Clause 55 or Clause 56.

Clause 15.01-4 – Design for safety

36. The objective of this clause is: *To improve community safety and encourage neighbourhood design that makes people feel safe.*

Clause 15.01-5 – Cultural identity and neighbourhood character

37. 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

38. 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

39. The objective of this clause is: *To promote a housing market that meets community needs.*

Clause 16.01-2 – Location of residential development

40. The objective of this clause is to: *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

41. The objective of this clause is: T*o identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.*

Clause 16.01-4 – Housing diversity

42. The objective of this clause is: *To provide for a range of housing types to meet increasingly diverse needs.*

Clause 16.01-5 – Housing affordability

43. The objective of this clause is: *To deliver more affordable housing closer to jobs, transport and services.*

Clause 18.02-1 - Sustainable personal transport

44. The objective of this clause is: *To promote the use of sustainable personal transport.*

Clause 18.02-2 – Cycling

45. It is an objective: *To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.*

Clause 18.02-5 – Car parking

46. It is an objective: *To ensure an adequate supply of car parking that is appropriately designed and located.*

47. The clause includes the following (relevant) strategies to achieve this objective:
    (a) *Encourage the efficient provision of car parking through the consolidation of car parking facilities.*
    (b) *Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.*

<u>Local Planning Policy Framework (LPPF)</u>

Municipal Strategic Statement (MSS)
Relevant clauses are as follow:

Clause 21.04-1 – Accommodation and housing

48. The relevant objectives of this clause are:
    (a) *Objective 1 To accommodate forecast increases in population.*

(b) *Objective 2 To retain a diverse population and household structure.*
(c) *Objective 3 To reduce potential amenity conflicts between residential and other uses.*

Clause 21.05-2 – Urban design

49. The relevant objectives and strategies 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.*
        (i) Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
            - *Significant upper level setbacks*
            - *Architectural design excellence*
            - *Best practice environmental sustainability objectives in design and construction*
            - *High quality restoration and adaptive re-use of heritage buildings*
            - *Positive contribution to the enhancement of the public domain*
            - *Provision of affordable housing.*
    (c) *Objective 18 To retain, enhance and extend Yarra's fine grain street pattern.*
    (d) *Objective 20 To ensure that new development contributes positively to Yarra's urban fabric.*
    (e) *Objective 22 To encourage the provision of universal access in new development.*

Clause 21.05-3 – Built Form character

50. The site is within a 'non-residential' built form character type area as defined by clause 21.08 of the Scheme.

Clause 21.05-4 – Public environment

51. The relevant objective and strategies of this clause are:
    (a) *Objective 28 To a provide a public environment that encourages community interaction and activity:*
        (i) *Strategy 28.1 Encourage universal access to all new public spaces and buildings.*
        (ii) *Strategy 28.2 Ensure that buildings have a human scale at street level.*
        (iii) *Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment.*
        (iv) *Strategy 28.5 Require new development to make a clear distinction between public and private spaces.*
        (v) *Strategy 28.9 Apply the Public Open Space Contribution policy at clause 22.12.*

Clause 21.06-1 – Walking and cycling

52. The relevant objective and strategies of this clause are:
    (a) *Objective 30 To provide safe and convenient pedestrian and bicycle environments.*
        (i) *Strategy 30.1 Improve pedestrian and cycling links in association with new development where possible.*
        (ii) *Strategy 30.2 Minimise vehicle crossovers on street frontages.*
        (iii) *Strategy 30.3 Use rear laneway access to reduce vehicle crossovers.*

Clause 21.06-2 – Public transport

53. The relevant objective and strategies of this clause are:
    (a) *Objective 31 To facilitate public transport usage.*
        (i) *Strategy 31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.*

Clause 21.06-3 – The road system and parking

54. The relevant objective and strategies of this clause are:
    (a) *Objective 32 To reduce the reliance on the private motor car.*
        (i) *Strategy 32.1 Provide efficient shared parking facilities in activity centres.*
        (ii) *Strategy 32.2 Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.*
    (b) *Objective 33 To reduce the impact of traffic.*
        (i) *Strategy 33.1 Ensure access arrangements maintain the safety and efficiency of the arterial and local road networks.*

Clause 21.07-1 – Ecologically sustainable development

55. The relevant objective of this clause is: *Objective 34 To promote ecologically sustainable development.*

Clause 21.08-5 – Collingwood

56. The following relevant commentary is offered at Clause 21.08-5:
    (a) *Much of Collingwood is industrial in character with the residential precincts surrounded by or interspersed with industrial buildings.*
    (b) *The Gipps Street industrial precinct is characterized by traditional and manufacturing, service activities and a considerable portion of activity related to the textile, clothing and footwear sector. The precinct provides the opportunity for a wide range of small to medium businesses to operate in a location that is relatively unconstrained by sensitive uses. To allow flexibility for large sites which may have difficulty in finding new industrial tenants, rezoning to Business 3 will be supported. This will enable the area to retain an industrial character but evolve to provide a wider range of employment opportunities including service business and offices uses. Any change of use should consider opportunities for improvement to the public domain.*

57. This clause identifies that the site is within a non-residential area (even though the zoning is residential) and that the objective is '*to improve the interface of development with the street*'.

Local Policies

58. Relevant clauses are as follow:

Clause 22.03 – Landmarks and tall structures

59. The objective of this policy is:
    (a) *To maintain the prominence of Yarra's valued landmarks and landmark signs*

Clause 22.05 – Interface uses policy

60. The objectives of this policy are:
    (a) *To enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes.*
    (b) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*

Clause 22.10 – Built form and design policy

61. The objectives of this policy are:
    (a) *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.*

(b) *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*
(c) *Limit the impact of new development on the amenity of surrounding land, particularly residential land.*
(d) *Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.*
(e) *Create a positive interface between the private domain and public spaces.*
(f) *Encourage environmentally sustainable development.*

Clause 22.12 – Public open space contribution

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

63. The site is in an area where land contribution is preferred. However, as the site is only 286m² it does not meet the relevant criteria and a cash contribution will be required should the site be subdivided in the future.

Clause 22.16 – Stormwater management (water sensitive urban design)

64. The objectives of this policy are:
(a) *To achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended). Currently, these water quality performance objectives require:*
(i) *Suspended Solids - 80% retention of typical urban annual load*
(ii) *Total Nitrogen - 45% retention of typical urban annual load*
(iii) *Total Phosphorus - 45% retention of typical urban annual load*
(iv) *Litter - 70% reduction of typical urban annual load*
(b) *To promote the use of water sensitive urban design, including stormwater re-use.*
(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.*
(d) *To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays.*
(e) *To reintegrate urban water into the landscape to facilitate a range of benefits including microclimate cooling, local habitat and provision of attractive spaces for community use and well being*

Clause 22.17 – Environmentally sustainable development

65. The objectives of this policy are:
(a) *The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.*

66. Objectives are offered in relation to energy performance, water resources, indoor environment quality, stormwater management, transport, waste management and urban ecology.

Other relevant documents
*Smith Street Structure Plan [**SSSP**]*

67. Council adopted the SSSP on 18 November 2008. Following this, Council pursued a number of amendments, including C140 – seeking a DDO in line with the built form recommendations of the SSSP. However, in late May/ early June, a panel member representing the Department of Planning and Development reviewed the proposed amendment.

68. The panel found there was no strategic justification for the amendment and recommended the abandonment of the Smith Street Structure Plan. Council resolved to abandon Amendment C140 on 24 October 2013 in accordance with the recommendations made in a Panel Report that was received by Council on 29 June 2012.

69. However, the SSSP remains Council's adopted plan for the area. The following relevant guidance is offered in this document:

    (a) The site is within an identified 'mixed use area', where the objective is to:
        (i) *maintain a mix of uses in the area;*
        (ii) *protect residential amenity; and*
        (iii) *opportunities for new housing.*
    (b) The site is within precinct 11, which offers the following:
        (i) *Generally five storeys, unless a specific urban design benefit can be demonstrated (see Table 1).*
            - *Future character statement:*
                - *Infilling of this precinct will see an increase in residential density (replacement of post-war buildings), while retaining some of the former industrial character.*
                - *Medium rise development set back behind the street wall façades.*
                - *Street frontages more active and vibrant.*
            - *Built form guidelines:*
                - *Build to the street frontage boundary of the site.*
                - *The street frontage façade of infill development must complement the predominant street frontage height of nearby and abutting properties, with upper levels setback.*
            - *Preferred maximum building height:*
                - *Generally five storeys, unless an urban design benefit can be demonstrated. Sites must be of sufficient size to accommodate upper level setbacks to meet view line and amenity setback criteria.*

Advertising

70. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 2,692 letters sent to surrounding owners and occupiers and by a sign displayed on site. Council received 6 objections, the grounds of which are summarised as follows):

    (a) visual bulk and impact on outlook;
    (b) insufficient car parking;
    (c) height;
    (d) overshadowing;
    (e) the approval at 72-94 Cambridge Street is 10 storeys, not 11; and
    (f) equitable development (including the western setbacks should at least match those as approved for 72-94 Cambridge Street).

71. The Section 57A amended plans increase setbacks and reduce the scale of the proposal and therefore have not been re-advertised as they would not cause material detriment to any person. The plans however, have been sent to the objectors with the invitations to this IDAC meeting for their reference.

Referrals

72. The application was not required to be referred to any external parties under the Scheme.

73. The application was referred to the following internal departments and their referrals are contained as attachments to this report (comments on original plans unless otherwise stated):

    (a) Urban Design;
    (b) Strategic Transport Unit;
    (c) Engineering Services Unit;
    (d) Services Contracts Unit; and
    (e) ESD Consultant.

OFFICER ASSESSMENT

74. The primary considerations for this application are as follows:
    (a) policy and strategic support;
    (b) urban design;
    (c) public open space contribution;
    (d) clause 58 – Apartment Developments;
    (e) environmental sustainability;
    (f) car parking / traffic;
    (g) bicycle facilities; and
    (h) objector concerns.

Policy and strategic support

75. Being located within a MUZ in Collingwood, an area well serviced by infrastructure, public transport and other services, residential development is encouraged. One of the purposes of the Zone is '*To provide for housing at higher densities*'. The purpose of the Zone is also '*To encourage development that responds to the existing or preferred neighbourhood character of the area*'. The amended proposal generally meets these objectives, however given the site context and constraints, it is considered that the proposal is too tall in this location. As this report outlines, this can be addressed by way of a condition.

76. The proposal would offer reasonable levels of amenity for future occupants, while also not unreasonably impacting the amenity or future development potential for adjoining sites. However this will be discussed later in this report.

77. Subject to conditions contained in this report, the proposal would also achieve a reasonable urban design and environmentally sustainable outcome for the site.

78. As this assessment outlines, subject to the conditions contained in this report, the application achieves policy and strategic support and has responded to the emerging character of Wellington Street and this pocket of Collingwood.

Urban design

Site Analysis Plan and context

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

Urban form and character

80. Council's local policy highlights how the municipality is predominately low-rise, with some pockets of higher development (clause 21.05-2). This is evident in the area surrounding the subject site, a number of 4-14 storey forms having been approved west of Wellington Street (in addition to the 17 storey Yorkshire Brewery development east of Wellington Street).

81. Strategy 17.2 at clause 21.05-2 is:

    (a) *Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*
        (i) *Significant upper level setbacks*
        (ii) *Architectural design excellence*
        (iii) *Best practice environmental sustainability objectives in design and construction*
        (iv) *High quality restoration and adaptive re-use of heritage buildings*
        (v) *Positive contribution to the enhancement of the public domain*
        (vi) *Provision of affordable housing.*

82. This list is not exhaustive, however the following assessment will outline how the proposal includes significant upper level setbacks and makes a positive contribution to the public realm, therefore warranting support subject to the conditions contained in this report.

Height and setbacks

83. In the absence of structure plans or mandatory height controls, each application must be considered on its merit.

84. An objective of the DSE Guidelines is '*To ensure new development is appropriate to the scale of nearby streets, other public spaces, and buildings*'. Design suggestions include:
    (a) *relate building height to street width and intended character;*
    (b) *setback upper levels of tall buildings or use a podium and tower form to help create a pedestrian scale at street level; and*
    (c) *reduce heights, increase setbacks or step the mass of the building to create sensitive interfaces with adjoining buildings.*

85. Clause 22.10-3.3 also supports podium/tower configurations for development that is higher than adjacent buildings. However, the policy continues to state that the overall height of new development should only exceed the prevailing height of the area when the proposal does not cause off-site impacts and is either:
    (a) *located on a corner site of a main road; or*
    (b) *of substantial land area.*

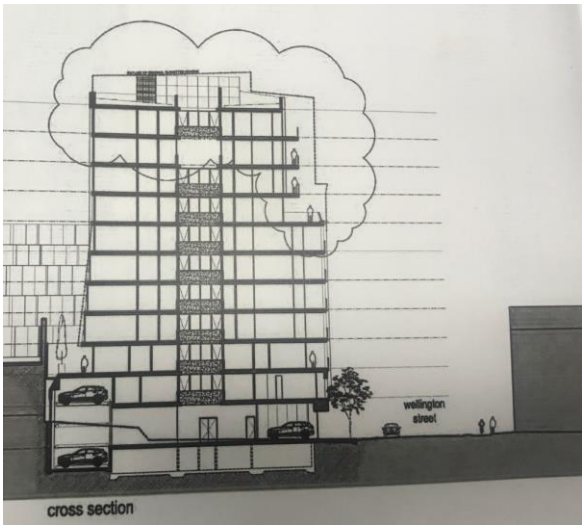
86. The site is not located on a corner of a main road and is not of substantial land area. As this report outlines however, the proposal does not result in unreasonable off-site amenity impacts.

87. The street wall will first be assessed, followed by the overall building height.

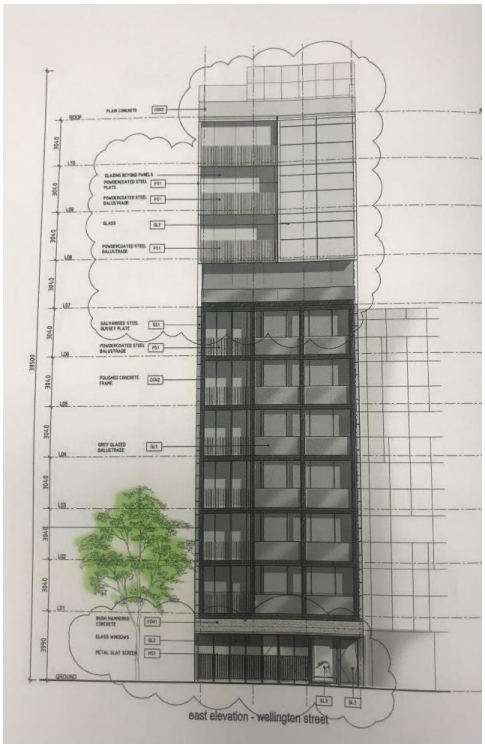
88. The new buildings in this section of Wellington Street (north of Langridge and south of Peel Street) already have a strong street wall presentation. With 5-7 storey street wall heights, this equates to an approximately 1:1 street wall street width ratio given Wellington Street is approximately 19.7m wide. The amended proposal has been modified to a 7-storey street wall, achieved by raking back the level 8 balustrade which previously angled towards the street to accentuate this floor. The current proposal would now match the street wall height of the development to the immediate north and responds to its site context.



Advertised cross-section



Section 57A/decision plan cross-section



Proposed Wellington street elevation – Section 57A/Decision plans

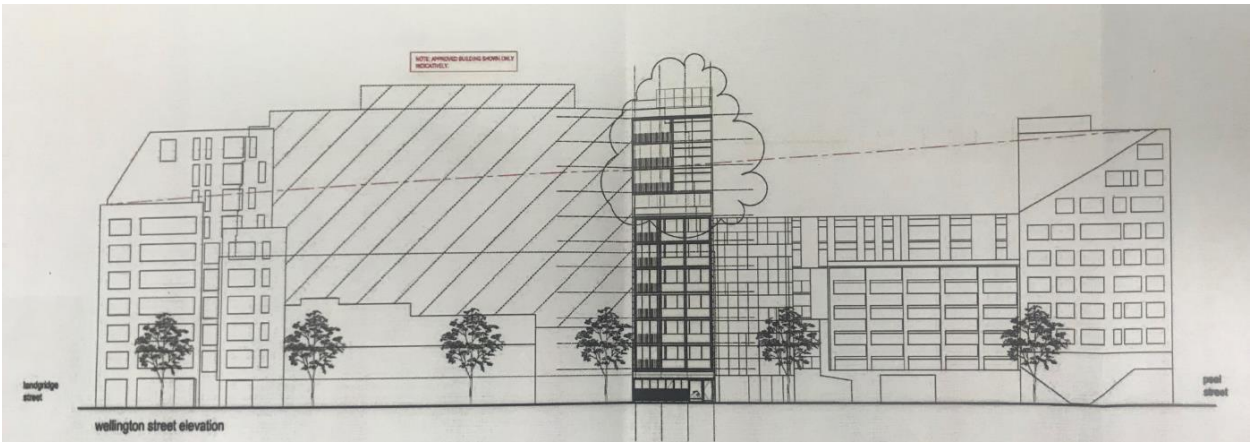
89. It is noted that Council's Urban Design Unit did not raise any issue with the street wall height.

90. Moving now to overall height, Council's Urban Design Unit did raise issue with the proposal.

91. The site is only 284m², which is an important consideration when assessing the proposal in the context of recent approvals in the area. The other sites referenced in the site context section of the assessment (with heights at 7 storeys and above) all have larger lot sizes (approximate):
    (a) 132 Smith Street (Banco Development) (9 storeys) – 6,707m²;
    (b) 9-17 Smith Street (7storeys) – 1,100m²;
    (c) 195 Wellington Street (9 storeys) – 818m²;
    (d) 46-74 Stanley Street and 25-35 Napoleon Street (up to 9 storeys) – 4,051m²;
    (e) 24-28 Stanley Street (7 storeys) – 707m²;
    (f) 1-21 Robert Street (up to 17 storeys) – 4,563m²;
    (g) 73-77 Wellington Street (10 storeys) – 1,138m². This site is also a corner site positioned on a main road;
    (h) 61-71 Wellington Street and 37-39 Langridge Street (up to 14 storeys) – 1,928m². This site is also an island site positioned on a main road; and

(i) 72-90 Cambridge Street (9 storeys) – 1,765m².

92. A 12 storey building on a 284m² lot would appear out of context in the area. This is particularly evident in the streetscape elevation provided by the Applicant.



Proposed Wellington Street streetscape elevation

93. The proposal is also approximately 2 storeys taller than the developments approved/constructed at the northern and southern ends of this section of Wellington Street. 107-109 Wellington Street is 31.3m (plus lift overrun) and 73-77 Wellington Street is 31.3m (plus plant). This proposal is 38.5m high.

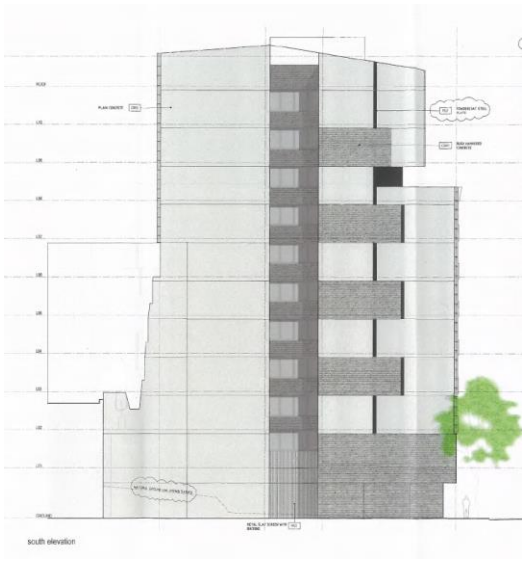
94. Council's Urban Design Unit has raised issue with both the overall height and the upper level or tower setbacks from the street. While Council's Urban Design unit support the '*attractively slender form*' the following comments were offered in relation to the original, advertised plans:

(a) *The proposal is taller than the 7-storey building to its north or the 9-storey building at the corner of Peel St. At street intersections, there is often an argument for height to step up to mark the corner of the block. That is not the case for the subject site, which is located mid-block. Here, its greater height undermines the built form hierarchy of the streetscape.*

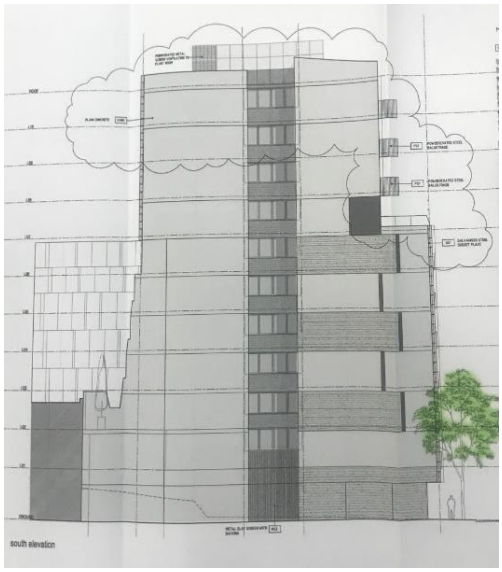
(b) *The proposal results in an abrupt height transition to the south, where development on the adjoining boundary is currently limited to a single storey building at the rear of the site.*

95. Council's Urban Design Unit recommended at least 2 typical building levels be deleted (within levels 1-7), resulting in a 6 storey street wall and 10 storey overall height. The upper 3 levels should then be setback at least 5m from the front boundary (at least 1.5m more than originally proposed).

96. The Permit Applicant has since amended the proposal, deleting the roof deck and setting levels 8-10 back 4.5m from the front (eastern) boundary. Balconies at these floors project 1.6m into this front setback, however they are of a 1m high, metal blade construction to minimise the appearance of these elements.



Advertised south elevation



Section 57A/decision plan south elevation

97. Council's Urban Design Unit support these changes and have advised that they generally support the proposal, however they still do not support the overall height as proposed. While the front setback issues have been dealt with, the proposal is still considered to be 1 storey too tall in this context and given the small size of the site. Proportionally, 1 of levels 8-10 should be deleted to reduce the overall height of the proposal to more appropriately respond to its context (level 10 is suggested). A building of this height cannot be supported on this site when the developments on the corners to the north and south are lower. The deletion of 1 of the 'tower' levels would reduce this proposal to being lower than the development at the intersection of Wellington and Langridge Streets and the same height (excluding plant and requitement level) as the development at the intersection of Peel and Wellington Streets.

98. An 11 storey height on this site is also acceptable given the site to the south is a large, potential future development site.

99. Subject to the conditions contained in this report, the proposed height and setback of the development responds to the existing and emerging character of Wellington Street.

Light and shade

100. An objective of the DSE Guidelines is '*To protect sunlight access to public spaces*'.

101. The proposal would overshadow the eastern footpath of Wellington Street from 2pm onwards. This is considered reasonable in this context and would not unreasonably impact the public realm.

Street, public space quality and safety

102. Clause 22.10-3.4 includes design objectives '*To ensure ground level façade and boundary treatments interface positively with the street and public domain treatments interface positively with the street and public domain'* and '*To ensure that new development enhances public safety and the pedestrian experience*'.

103. In addition, the site is affected by the Design and Development Overlay, Schedule 2. Where objectives include '*To encourage high quality contemporary architecture*' and '*To encourage urban design that provides for a high level of community safety and comfort*'.

104. The original (advertised) proposal presented 42% vehicular roller door/side walls and 21% services, leaving 37% for an artwork/window installation and pedestrian entrances to Wellington Street.



Original/Advertised proposed east elevation

105. While the presence of services and vehicular entrances are accepted as necessary elements, the amended plans have improved the activation and appearance of the front façade by deleting the full height screens, with the glass pedestrian door being exposed and the incorporation of a low height metal screen to only obscure the lower section of the services cupboard and vehicular entrance.



Section 57A/Decision plan proposed east elevation

106. Similar to other developments constructed along Wellington Street (an arterial road), the proposal would now positively activate the street and create an improved pedestrian experience.

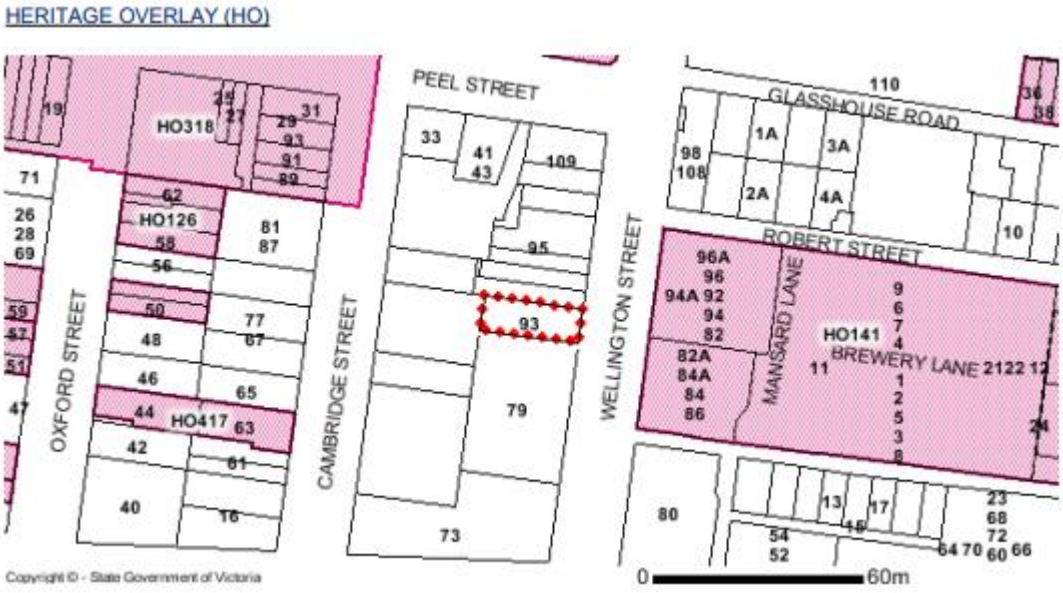
Wind

107. The DSE Guidelines aim '*To ensure new tall buildings do not create adverse wind effects*'.

108. The Applicant did not supply a wind report with the application, however this could be addressed by way of a condition. The wind report is unlikely to create an issue (similar to other frontages of tall buildings along Wellington Street) and could be dealt with via conditions.

Heritage

109. The site is not affected by a Heritage Overlay. The closest Heritage Overlays are east of Wellington Street and further west.



110. Given the separation of the site from these overlays, the application does not raise heritage concerns.

Landmarks, views and vistas

111. Policy at clause 22.03 of the Scheme aims to '*protect views to the silhouette and profile of Yarra's valued landmarks to ensure they remain as the principal built form reference*', whilst also aiming to '*ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline*'.

112. The site is not within close proximity to any of the identified landmarks or signs at clause 22.03.

Site coverage

113. The application proposes a site coverage of 100%. Policy at clause 22.10-3.6 suggests that: *New development should not exceed a maximum site coverage of 80% of the site area unless:*
    (a) *the pattern of site coverage in the immediate area is higher than this figure (as identified in the Site Analysis Plan and Design Response); or*
    (b) *there is a need to cap the site to deal with contamination.*

114. The site context is one of a high level of site coverage (the approved developments within this section of Wellington Street are all 100%. The proposed site coverage is therefore supported. In addition, the site is within an Environmental Audit Overlay, and it will be likely the site will need to be capped to deal with contamination (to be determined by the Applicant's environmental auditor).

Permeability

115. Clause 22.16 of the Scheme addresses stormwater management and is important when considering permeability. The policy aims to improve stormwater quality and incorporate stormwater treatment measures into the design of developments. As outlined in the following ESD assessment, while the site would be impervious (100% site coverage proposed) the proposal incorporates rainwater tanks and re-use on site to minimise the impact of the proposal on the water table and stormwater system.

Architectural quality, colours and materials

116. As identified by Council's Urban Design Unit:

With the above-recommended reductions in built form, the proposed design would be broadly supported, noting the use of integral finishes rather than reliance on applied paint, and the slenderness and shaping of the main form. However, without such reductions, the proposal would be very prominent – particularly as viewed from the southeast, warranting correspondingly high design standards – beyond those currently demonstrated. Further, the current proposal would protrude above is surroundings in distant views from various directions. The left hand perspective on TP14 (looking from the north) gives a sense of this. The flush, blank side walls present a challenge to achieving a building top which presents well from all directions.

…

Consideration has been given to how the building will present in the round. For example, bush hammered concrete wraps from the front to the side elevation'.

117. When considering the original (advertised) plans, Council's Urban Design Unit also requested details of the metal slat screen at the ground level, again noting that '*this finish will dominate the pedestrian's experience of the building*'. However, the amended plans have reduced the height of the screen and deleted it from in front of the front entrance door. However, a condition will require details of the metal screen that still applies to the lower portion of the vehicular entrance and services cupboard to ensure it is not too solid.

118. The south elevation is considered to be adequately broken up with horizontal bandings and a bush hammered concrete patter to add visual interest (until the site to the south is redeveloped).

Landscaping

119. There is no landscaping proposed, however this is supported in the context of the site, which is largely covered by robust built form.

Service infrastructure

120. The DSE Guidelines aim '*To treat roof spaces and forms as a considered aspect of the overall building design*'. The proposal includes a screened plant area (with sections of different materials), ensuring any services are not an afterthought and incorporated into the design.

Urban design summary

121. As outlined throughout this assessment and subject to the conditions contained within, the amended (decision) plans have made a number of improvements to the proposal, resulting in it now being supported from an urban design perspective (subject to the deletion of a level).

<u>Clause 58 – Apartment developments</u>

Standard D1 – Urban context objectives

122. This report has already outlined that (subject to conditions) the proposal has appropriately responded to the physical and policy context of the site in terms of height, setbacks and presentation to the street. The objective of this standard is met.

Standard D2 – Residential policy objectives

123. The application was provided with a planning report that responded to relevant housing policy in the Scheme. The site is well located to take advantage of public and community infrastructure and services and subject to the conditions in this report, results in a positive urban design outcome. The objective of this standard is met.

Standard D3 – Dwelling diversity objective

124. The proposal includes 10 dwellings, all with 3 bedrooms. However, the dwellings on levels 1, 2, 3-6, 7 and 8-10 are all different layouts, offering different options for residents. In any event, with the conditions contained in this report, the number of dwellings would be reduced to 9 and this standard would not even be applicable. The objective of this standard is met.

Standard D4 – Infrastructure objectives

125. The site is in an area already connected to necessary services and utilities. There is no information to suggest that the area could not accommodate an additional 10 dwellings. Further, the site is dealing with stormwater runoff via rainwater tanks and re-use for toilet flushing. The objective of this standard is met.

Standard D5 – Integration with the street objective

126. The development is integrated with the street in the sense that it faces Wellington Street. However the conditions contained in this report have been recommended to ensure the treatment of the ground level provides a positive pedestrian experience, as already outlined in this report.

Standard D6 – Energy efficiency objectives

127. ESD is addressed in detail later in this report, however considering standard D6:
    (a) the floor plates enable adequate direct sunlight from the east and west throughout the day;
    (b) while the light court is located on the southern boundary, reasonable ambient daylight could still enter this space. Further, the 7 storey building along the northern boundary limits northern direct sunlight opportunities;
    (c) the introduction of a south boundary light court ensures that should the site to the south be developed, that a similar light court could be incorporated;
    (d) while the living areas are east facing, this is due to the site context (east-west axis) and 7 storey development on the northern boundary;
    (e) the development would have an average cooling load of 18MJ/M² per annum (where standard D6 suggest a maximum of 30).

128. As outlined in the following sections of this report, the proposal would also not unreasonably impact the equitable development potential of the dwellings to the west and south, in particular with regard to daylight and energy efficiency.

Standard D7 – Communal open space objective

129. This standard only applies to developments of 40 or more dwellings.

Standard D8 –Solar access to communal outdoor open space objective

130. This standard only applies when Standard D7 is triggered.

Standard D9 – Safety objective

131. The dwelling entrances are not unreasonably isolated due to vegetation or from internal pathways. The objective of this standard is met.

Standard D10 – Landscaping objectives

132. The application includes a raingarden at the ground level and a planter at the western edge of the level 2 terrace. Given the surrounding area is not one of a high landscape value or character, the landscaping proposed is supported. The objective of this standard is met.

Standard D11 – Access objective

133. Given the front boundary is 9.88m wide, the vehicle crossover meets the standard at 36% of the frontage. The crossover is also supported as it is only single width and with a ‘no standing zone’ out the front of the site, would not remove on-street parking. Being located on a main road (albeit not a Road Zone, category 1), the site would continue to be accessible for service, emergency and delivery vehicles. The objectives of this standard are met.

Standard D12 – Parking location objectives

134. The car park is supported as it would not unreasonably impact the amenity of dwellings given its location and is:
    (a) convenient for residents with access to a lift;
    (b) secured by a roller door; and
    (c) ventilated with CO2 sensors (only used when necessary).

135. The objectives of this standard are met.

Standard D13 – Integrated water and stormwater management objectives

136. As outlined in the following ESD section of this report, the proposal adequately treats stormwater. The objective of this standard is met.

Standard D14 – Building setback objectives

137. Each interface will be considered in turn:
    (a) north – a 7 storey boundary wall is located to the north. In addition, walls on boundaries are a common character in the area. As a result, the proposed side boundary construction is supported;
    (b) east – as already identified, the upper level setbacks of 1.4m from level 9 and above are insufficient for creating an appropriately scaled street wall and for minimising the visual bulk of the tower form above;
    (c) south – the site abuts an open space area and a single storey building for the factory/office to the south. Save for the height issues raised in this report, a zero-side setback is supported along this elevation also. With a 4.5m by maximum 4m light court on this boundary, the proposal also does not unreasonably borrow daylight from the adjoining site from an equitable development perspective. Should the adjoining site be redeveloped, a similar light court could be incorporated into the plan to allow daylight penetration into any new building;
    (d) west – the site currently abuts a double storey office building to the west. However, a permit was issued on 25 October 2016 for a 9 storey mixed use development (including dwellings at the upper levels). While plans have not yet been endorsed for Planning Permit PLN15/1083, the approval would see the following adjacent to the subject site:
        (a) ground level boundary wall construction;
        (b) level 1-3 – 5m setbacks;
        (c) level 4-5 – maximum 6.7m setbacks;
        (d) levels 6-7 – 6m setbacks, albeit the tower would be setback from the north and would generally not be adjacent to the subject site at this point; and
        (e) level 8 – the tower would be setback 12m from the northern boundary and would not be adjacent to the subject site at this point.

    In response, the proposal includes:
    - ground level and level 1 boundary wall construction;
    - level 2 – zero to 1.2m setbacks;
    - levels 3-6 – varying from 4-4.5m; and
    - levels 7-11 – 4.5m.

    These setbacks are considered sufficient for protecting the equitable development of both lots and the daylight permitted to enter the approved/proposed dwellings.

138. The Applicant also provided a 3D shadow study, showing that from 9am to 10am, levels 1-7 of the approved development to the west would be affected. Then at 11am only a narrow segment of levels 1-3. Then at 1pm there would be no impact by the proposed development. Having regard to the site context and orientation of the lots, this is supported.

139. It is also worth noting that except for level 2 of the proposed development, the setbacks between towers ensures that no screening is required to mitigate overlooking (over 9m). With tower setbacks in excess of 9m to level 3, 10.7m at levels 4-5, 10.5m at levels 6-7 (and by level 8 the approved development to the west would not be adjacent to the proposal), the setbacks are supported and would achieve a reasonable level of amenity and outlook.

Standard D15 – Internal views objective

140. The main issue with this development from an overlooking perspective is the south boundary light court. Views could be provided between dwellings across levels. However, a condition could be imposed to address this.

Standard D16 – Noise impacts objectives

141. The Applicant did not submit an acoustic report with the application. The block the site is located within is all residential/public park, except for the future development site at 72-90 Cambridge Street and the sites to the south of the subject site. While they are currently used as factories/offices, there are already dwellings in this area so it is unlikely that factory noise would be unreasonably high. It is also noted that the site is not within one of the noise influence areas as identified by this Standard. There are also no trams along Wellington Street, rendering it easier to only need to deal with vehicular noise from the road.

142. Acoustic attenuation could be incorporated into the development and will be addressed by way of a condition (requiring a report before plans are endorsed to ensure acoustic attenuation works are incorporated).

143. The proposal includes a plant room on the roof deck which could be acoustically treated. Again, this could be addressed by way of a condition.

144. While an acoustic report was not provided, the items outlined at Standard D16 are not considered to be fatal to this assessment and could be addressed by way of a condition.

Standard D17 – Accessibility objective

145. None of the apartments meet the standard D17 guidelines due to:
    (a) circulation areas overlapping with inwards opening doors;
    (b) no clear path with a minimum width of 1.2m to bathrooms which are intended to be accessible; and
    (c) no information being provided about a hobless shower.

146. Nevertheless, it appears that due to the generous size of the apartments this should be addressed by way of a condition and are not considered to be fatal to this assessment.

Standard D18 –Building entry and circulation objectives

147. Due to only 1 dwelling per floor, each dwelling would have its own sense of identity. The communal areas are then also reasonably limited to the ground floor, and are of a safe and efficient layout, with adequate access to natural daylight and ventilation (through the front door and window/artwork space). The objective of this standard is met.

Standard D19 – Private open space objective

148. The dwellings are each provided with at least 12m² balconies. Where segments are less than 2.4m wide, the main/larger area is greater than 12m² and meets table D5. The objective of this standard is met.

Standard D20 – Storage objective

149. The amended plans do not detail any storage. However, the layout is generous enough to meet this standard and could be addressed by way of a condition.

Standard D21 – Common property objectives

150. The car park and entrance are clearly delineated as communal spaces and would be easily maintained by the owners' corporation. The objective of this standard is met.

Standard D22 – Site services objectives

151. The plans include mailboxes and site services adjacent to the residential ground floor entry. The mailboxes are well located and this report has already outlined that the treatment to the services along the Wellington Street frontage have been improved in terms of the urban design outcome at the ground floor. The screens to this element are now lower and allow for glazing to be exposed above. The objective of this standard is met.

Standard D23 –Waste and recycling objectives

152. The waste management proposal is to store waste in the bin storage room in the building (east of the lift), with collection to occur from the kerbside by Council's contractors.

153. Council's Services Contracts Unit does not support the submitted Waste Management Plan [**WMP**], prepared by One Mile Grid and dated 23 June 2017, siting the following omissions:
    (a) who will be responsible for taking the bins to the collection point and who will be responsible for returning the bins to the bin room after collection;
    (b) size of the bin storage area;
    (c) how the bins will be cleaned, how often the bins will be cleaned and who will clean the bins;
    (d) washing facilities in the bin room and the drain connection to sewer;
    (e) the ventilation system for the bin room; and
    (f) arrangements for vermin control.

154. These items should be addressed by way of a condition and are not considered to be fatal to this assessment.

Standard D24 – Functional layout objective

155. Each of the dwellings have a bedroom which is at least 3m x 3.4m, with the other bedrooms being at least 3m x 3m (in addition to a wardrobe). Further, the living areas are greater than 3m x 4m, meeting this standard. The objective of this standard is met.

Standard D25 – Room depth objective

156. Drawing TP_09 demonstrates that the habitable room depth of each dwelling does not exceed 2.5 times the ceiling height. The objective of this standard is met.

Standard D26 – Windows objective

157. Windows are either to external walls or to the 4m by 4.5m light court along the southern boundary. The dimensions of the light court meet this standard, with the width being 4.5m (more than 1.2m) and 4m deep (less than 1.5 times the width). The light court would provide adequate daylight to the adjacent bedrooms and the objective of this standard is met.

Standard D27 – Natural ventilation objectives

158. Plans TP_12 and TP_13 demonstrate the maximum breeze path as per this standard is 13m, meeting this standard. The design and layout of dwellings maximises openable windows, doors or other ventilation devices in external walls of the building, and the objective of this Standard is met.

<u>Public open space contribution</u>

159. The application does not include a land contribution, which is supported by Council's Open Space Unit as the site is not large enough to provide the 4.5% contribution. Therefore, a notation will highlight that a monetary contribution will be required at the subdivision stage.

<u>Environmental sustainability</u>

160. This section of the assessment is guided by clause 22.17 of the Scheme.

161. The Applicant has made the following ESD commitments, addressing all 7 ESD objectives at clause 22.17-2 of the Scheme:
    (a) a minimum 6.5 Star average NatHERS rating for dwellings;
    (b) a STORM score of 114% STORM (approximately 110m² of roof connected to 3,000 litres in rainwater storage for flushing of all toilets on levels 1 and 2, and an additional 62m² of roof terrace connected to 1.8m² of raingarden on the ground floor);
    (c) good cross ventilation for dwellings;
    (d) good access to daylight to living areas and bedrooms;

(e) 6 star gas instantaneous hot water systems, or minimum 80% efficiency storage system to all dwellings;
(f) 10 secure bicycle parking spaces on ground floor near lift core;
(g) energy efficient lighting; and
(h) water efficient fixtures and taps.

162. Council's ESD Advisor confirmed that there are no outstanding ESD items, however they made the following suggestions:
(a) ensure that all habitable rooms have at least on operable window to facilitate cross ventilation and that the operability is clearly marked in an updated set of architectural drawings;
(b) a solar PV array to contribute to common area electricity consumption.
(c) consider larger tank for more toilet connections and using rainwater for irrigation as well as for toilet flushing;
(d) addition of electric vehicle charging infrastructure;
(e) use of low VOC internal finishes, sealants and paints, carpets and flooring, wall and ceiling coverings. Low or zero formaldehyde content in engineered timber products;
(f) all timber to be certified by FSC as sustainable;
(g) recycled concrete component and low embodied energy steel;
(h) recycled materials in building components such as insulation; and
(i) a composting system for dwellings.

163. The first two points should be dealt with by way of conditions. The later points however, are only suggested to the Applicant as the proposal already achieves a reasonable ESD standard.

164. Further, a condition will require an amended ESD report which reflects the decision plans (the submitted report was in relation to the original proposal).

Car parking / traffic

165. The application has a statutory car parking requirement for 22 spaces (20 for the dwellings and 2 for visitors). With 10 being provided on-site, a reduction of 12 is sought.

166. The Permit Applicant provided a traffic report, prepared by One Mile Grid. The report included a car parking demand assessment to justify the car parking reduction sought. The report references the following in support of the reduction:
(a) the 2011 ABS Census shows that 57.8% of 3 bedroom dwellings in the Collingwood area have 1 or less cars. This would equate to a parking demand of 6 spaces in this instance. There is therefore not any anticipated overflow car parking demand excepted with the residents;
(b) car parking on-site for visitors is not proposed and is not suitable given the spaces are in stackers. Further, the site is well serviced by public transport, walking and cycling options (noting the site is along the Principal Bicycle Network) to offer viable alternatives for visitors; and
(c) One Mile Grid undertook an on-site parking survey, finding at least 127 publicly available spaces during survey times (4pm to 8pm on a Thursday and 10am to 4p on a Saturday). Any on-street parking demand associated with visitors could therefore be accommodated in the area.

167. Council's Engineering Services Unit also support the reduction sought, noting that the Scheme prioritises sustainable transport modes over private motor vehicles.

168. In terms of traffic, One Mile Grid anticipate a maximum daily traffic volume of 40 trips, or 4 trips each in the AM and PM peak hours. Council's engineers agree with this analysis and confirmed that any traffic could easily be accommodated in the surrounding road network.

169. Council's Engineers also considered that there is low level probability that there would be a queuing conflict in the car park (noting the internal lane is only wide enough for one car at a time).

170. The following conditions were also recommended by Council's Engineering Services Unit and should be imposed on any permit issued:
    (a) provision of a convex mirror to assist exiting motorists in viewing pedestrians walking along Wellington Street;
    (b) minimum headroom clearances dimensioned on the plans;
    (c) details of the car stacker device;
    (d) minimum vehicle clearance heights;
    (e) the Permit Holder must remove the existing vehicle crossover and reinstate footpaths, kerbing and other road related items and make any necessary modification works to the Copenhagen bicycle facility, with the prior written consent and to the satisfaction of the Responsible Authority;
    (f) the car stacker device must be installed, operated and maintained in accordance with the manufacturer's specifications and requirements;
    (g) no pipes, ducting or protrusions from the ceiling or walls are to be installed above or within the space clearance envelopes for the car stacker device;
    (h) the footpath along the property's Wellington Street frontage must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by the Responsible Authority;
    (i) the raised concrete barrier for the Copenhagen lane must be extended across the reinstated vehicle crossing to Council's satisfaction and at the Permit Holder's expense;
    (j) any modifications made to the Copenhagen lane bicycle infrastructure by the developer must obtain authorisation and approval from Council. All reinstatements and pavement markings associated with the Copenhagen lane must be done to the satisfaction of the Responsible Authority and at the Permit Holder's cost;
    (k) the applicant must provide swept path diagrams for the B99 design vehicle entering and exiting the property, demonstrating that turning vehicles would be clear of the concrete barriers of the Copenhagen lane. The existing Copenhagen lane concrete barrier and extension of the concrete barrier across the reinstated vehicle crossing must be accurately shown with the swept path diagrams;
    (l) any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.
    (m) a Construction Management Plan must be prepared and submitted to Council;
    (n) 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; and
    (o) 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.

Bicycle facilities

171. The application has a statutory bicycle parking requirement for 2 resident spaces and 1 visitor space. The application provides 10 spaces and exceeds the clause 52.34 bicycle parking requirement.

172. Council's Strategic Transport Unit have reviewed the amended plans and while the number of spaces exceeds clause 52.34, the following conditions should be imposed to ensure they are usable and functional:
    (a) dimensions of bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority;

(b) detail of the 2 visitor bicycle parking spaces, ensuring they do not impact the efficiency of the raingarden;
(c) all visitor bicycle parking spaces must be ground level (horizontal) spaces.

173. Council's Strategic Transport Unit also acknowledged that the Applicant may need to undertake works to the Copenhagen bicycle lane kerb and line marking. This will be addressed by way of conditions. Further, they supported all resident spaces being hanging due to the small size of the site.

174. Subject to conditions, the bicycle parking provision and arrangement is supported.

Objector concerns

175. The following objections have all been addressed throughout this report:

visual bulk and impact on outlook;
height;

176. The built form has been assessed at paragraphs 83-99.

insufficient car parking;

177. Addressed at paragraphs 165-167.

overshadowing;

178. Addressed at paragraphs 100-101.

the approval at 72-94 Cambridge Street is 10 storeys, not 11; and

179. Council's records indicate this development was approved at 9 storeys.

equitable development (including the western setbacks should at least match those as approved for 72-94 Cambridge Street).

180. Addressed at paragraph 137.

Conclusion

181. Based on the above report, the proposal is considered to substantially comply with the relevant planning policy and therefore should be approved.

RECOMMENDATION

That a Notice of Decision to Grant a Permit PLN17/0512 be issued for the development of the land for the construction of a building, with an associated reduction in the car parking requirement associated with dwellings at 93 Wellington Street, Collingwood VIC 3066 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 (TP-01, revision B, dated 20.04.18, TP-02 to TP-04, Revision A, dated 20.04.18 and TP-07 to TP-09, Revision B, dated 30.04.18, prepared by DP_Toscano Architects) but modified to show:

   (a) deletion of level 10;

(b) details of the metal screen that still applies to the lower portion of the vehicular entrance and services cupboard to provide a visual connection from Wellington Street;

(c) screening treatment to any habitable room windows within a 9m radius and 45 degree arc of another habitable room window within the site to address internal views;

(d) accessibility as per Standard D17 of clause 58.05-1 of the Yarra Planning Scheme;

(e) confirmation that all habitable rooms have at least one operable window;

(f) provision of a convex mirror to assist exiting motorists in viewing pedestrians walking along Wellington Street;

(g) minimum headroom clearances dimensioned on the plans;

(h) details of the car stacker device (including a manufacturer's brochure);

(i) swept path diagrams for the B99 design vehicle entering and exiting the property, demonstrating that turning vehicles would be clear of the concrete barriers of the Copenhagen lane. The existing Copenhagen lane concrete barrier and extension of the concrete barrier across the reinstated vehicle crossing must be accurately shown with the swept path diagrams;

(j) storage as per Standard D20 of clause 58.05-4 of the Yarra Planning Scheme;

(k) dimensions of bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority;

(l) 2 visitor bicycle parking spaces, demonstrating they do not impact the efficiency of the raingarden;

(m) all visitor bicycle parking spaces as ground level (horizontal) spaces; and

(n) any other changes as per the endorsed Acoustic report, Waste management plan, Wind report and Sustainable management plan.

2. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

3. Before the development commences, an 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) traffic noise;

(b) noise from nearby uses (including plant and equipment); and

(c) the impact of the proposal (including plant, equipment and the lift) and the impact on and off-site.

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

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

5. Before the development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by One Mile Grid and dated 23 June 2017, but modified to include:

(a) who will be responsible for taking the bins to the collection point and who will be responsible for returning the bins to the bin room after collection;
(b) size of the bin storage area;
(c) how the bins will be cleaned, how often the bins will be cleaned and who will clean the bins;
(d) washing facilities in the bin room and the drain connection to sewer;
(e) the ventilation system for the bin room; and
(f) arrangements for vermin control.

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

7. Before the development commences, a Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Wind Assessment Report will be endorsed and will form part of this permit.

8. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

9. 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 GIW Environmental Solutions and dated 16 June 2017, but modified to:
(a) reflect the decision plans (TP-01, revision B, dated 20.04.18, TP-02 to TP-04, Revision A, dated 20.04.18 and TP-07 to TP-09, Revision B, dated 30.04.18, prepared by DP_Toscano Architects);
(b) ensure that all habitable rooms have at least on operable window to facilitate cross-ventilation and that the operability is clearly marked in an updated set of architectural drawings;
(c) include a solar PV array to contribute to common area electricity consumption;
(d) incorporate a larger tank for more toilet connections and using rainwater for irrigation as well as for toilet flushing.

10. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

11. 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;

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

(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:
(i) using lower noise work practice and equipment;
(ii) the suitability of the land for the use of an electric crane;
(iii) silencing all mechanical plant by the best practical means using current technology;
(iv) fitting pneumatic tools with an effective silencer;
(v) other relevant considerations; and
(q) any site-specific requirements.

12. During the construction:
(a) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
(b) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;
(c) vehicle borne material must not accumulate on the roads abutting the land;
(d) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
(e) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

13. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

14. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

15. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
(a) Monday to Friday (excluding public holidays) before 7 am or after 6 pm;

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

16. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the basement car park, pedestrian walkway and dwelling entrances must be provided within the property boundary. Lighting must be:
(a) located;
(b) directed;
(c) shielded; and
(d) of limited intensity,
to the satisfaction of the Responsible Authority.

17. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the areas set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:
(a) constructed and available for use in accordance with the endorsed plans;
(b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;
(c) treated with an all-weather seal or some other durable surface; and
(d) line-marked or provided with some adequate means of showing the car parking spaces.
to the satisfaction of the Responsible Authority.

18. Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

19. 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.

20. 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.

21. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

22. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:
(a) in accordance with any requirements or conditions imposed by Council;
(b) at the permit holder's cost; and
(c) to the satisfaction of the Responsible Authority.

23. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:
(a) at the permit holder's cost; and
(b) to the satisfaction of the Responsible Authority.

24. Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.

25. 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 western Wellington Street footpath for the width of the property frontage, noting the footpath must have a cross-fall of 1 in 40 or unless otherwise specified by the Responsible Authority):
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

26. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any necessary modification works to the Copenhagen Bicycle lane (due to the crossover repositioning, including an extension to the raised concrete barrier) must be completed:
    (c) to details with the prior written consent of the Responsible Authority;
    (d) at the permit holder's cost; and
    (e) to the satisfaction of the Responsible Authority.

27. Any modifications made to the Copenhagen lane bicycle infrastructure by the Permit Holder must be made with the prior written consent of the Responsible Authority. All reinstatements and pavement markings associated with the Copenhagen lane must be done to the satisfaction of the Responsible Authority and at the Permit Holder's cost.

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

29. The car stacker device must be installed, operated and maintained in accordance with the manufacturer's specifications and requirements.

30. No pipes, ducting or protrusions from the ceiling or walls are to be installed above or within the space clearance envelopes for the car stacker device.

31. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

32. This permit will expire if:
    (a) the development is not commenced within two years of the date of this permit; or
    (b) the development is not completed within four years of the date of this permit.
    The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

NOTES:

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.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

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

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

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

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

All future property owners and residents within the development approved under this permit will not be permitted to obtain resident or visitor parking permits.

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

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

Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.

Contaminated ground water seepage into the car stacker cavities from above the water table must be discharged to the sewer system through a trade waste agreement with the relevant authority or in accordance with EPA guidelines.

Contaminated groundwater from below the water table must be discharged to the sewer system through a trade waste agreement from the relevant sewer authority.

Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements or car stacker cavities that extend into the groundwater table must be waterproofed/tanked.

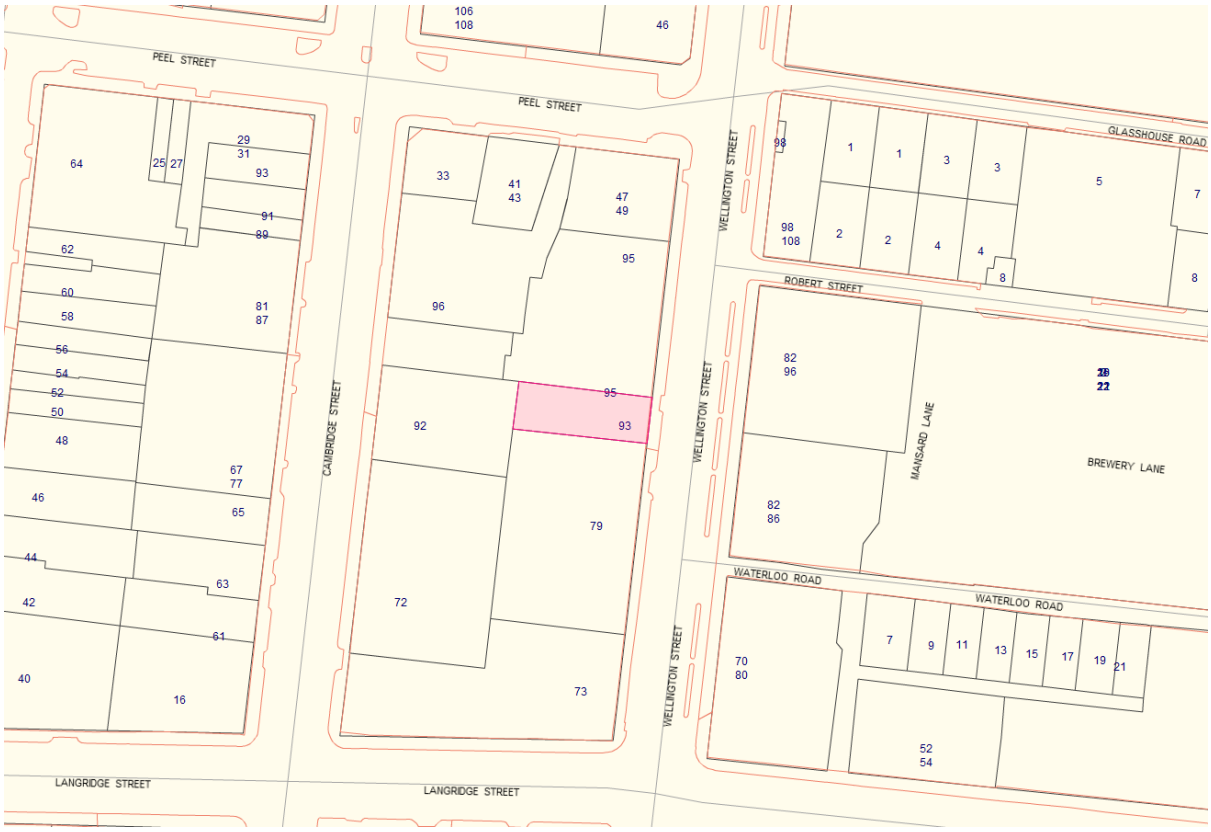
To construct the new vehicle crossing, a new side entry pit is to be constructed with a pipe extension to one side of the new vehicle crossing to Council's satisfaction. A design for these works must be submitted to Council for assessment and approval, and should incorporate alterations/works to the existing pit in the new vehicle crossing. The cost of the new pit, pipe extension and alterations to existing drainage infrastructure is to be funded by the Permit Holder.

CONTACT OFFICER: **Sarah Thomas**
TITLE: **Principal Planner and Advocate**
TEL: **9205 5046**

Attachments
1 PLN17/0512 - 93 Wellington Street Collingwood - Location map
2 Original, Advertised plans (now superseeded)
3 Section 57A decision plans
4 Strategic Transport Unit comments on Section 57A Amended Plans
5 Internal Urban Design Advice on original plans
6 Internal urban design advice on April 2018 plans
7 Council's Engineering comments
8 Services Contract Unit advice on original plans
9 ESD Advisor response to original plans

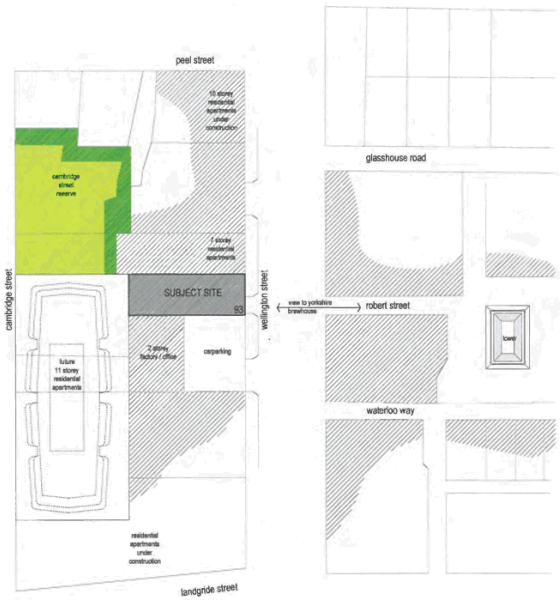
Attachment 1 - PLN17/0512 - 93 Wellington Street Collingwood - Location map

93 Wellington Street, Collingwood



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Attachment 2 - Original, Advertised plans (now superseeded)



DRAWING LIST

TP 00 site plan area summary & drawing list
TP 01 basement & ground plans
TP 02 level 1 - 3 plans
TP 03 levels 4 - 6 plans
TP 04 levels 7 - 8 plans
TP 05 levels 10 - roof plans
TP 06 streetscape elevation & section
TP 07 elevations 1
TP 08 elevations 2
TP 09 section
TP 10 shadow studies
TP 11 site analysis
TP12 apartment analysis 1
TP13 apartment analysis 1
TP14 perspective view
TP15 perspective view from Cambridge Street
TP16 shadow studies
TP17 shadow studies
TP18 shadow studies

Area Summary
Design Response

Level	Apartment			Private Open Space				Common Area	Gross Floor Area	cars	Brief Analysis	Accessibility			Storage	Detailed Analysis							
	No	Type	Area	Balconies	Terrace	Minimum Depth	Total Apartment Area				Apartment Compliance	Entry Door	Path 1.2m	Adaptable Bathroom	In Dwelling (m3)	Main Bedroom Dimensions (3.4x3)	Other Bedrooms (3x3)	Living Room Width >3.6	Living Room Area >12m2	Ceiling Height	Habitable Room Window Size >1.5m	Natural Cross Ventilation	Breze Path Length (m)	Cross Ventilation Cosopliance
B									168														
G								41	269	10													
1	1	3 bed	136	20		3.0	156		202		✓	920	✓	✓	31.5	✓	✓	✓	✓	2.7	✓	✓	10	✓
2	1	3 bed	156	16	31	2.7	207		271		✓	920	✓	✓	33.7	✓	✓	✓	✓	2.7	✓	✓	12	✓
3	1	3 bed	165	22		3.2	187		233		✓	920	✓	✓	39.4	✓	✓	✓	✓	2.7	✓	✓	12	✓
4	1	3 bed	164	22		3.2	186		232		✓	920	✓	✓	39.4	✓	✓	✓	✓	2.7	✓	✓	12	✓
5	1	3 bed	163	22		3.2	185		231		✓	920	✓	✓	39.4	✓	✓	✓	✓	2.7	✓	✓	12	✓
6	1	3 bed	162	22		3.2	184		230		✓	920	✓	✓	39.4	✓	✓	✓	✓	2.7	✓	✓	12	✓
7	1	3 bed	161	22		3.2	183		228		✓	920	✓	✓	39.4	✓	✓	✓	✓	2.7	✓	✓	12	✓
8	1	3 bed	161	21		3.2	182		227		✓	920	✓	✓	39.4	✓	✓	✓	✓	2.7	✓	✓	12	✓
9	1	3 bed	159	15		2.4	171		212		✓	920	✓	✓	34.8	✓	✓	✓	✓	2.7	✓	✓	11	✓
10	1	3 bed	156	15		2.4			219		✓	920	✓	✓	34.8	✓	✓	✓	✓	2.7	✓	✓	11	✓
R	M		65	13			220	82	216															
Totals							1891	82	2938		100%	100%	100%	100%										100%

APARTMENTS 10
CARS 10

duke apartments

93 WELLINGTON STREET, COLLINGWOOD

SCALE 1:500
DATE 10.04.2017

Project No [2]1706
Dwg: TP_00

AMENDMENTS

Rev	By	Date	Description

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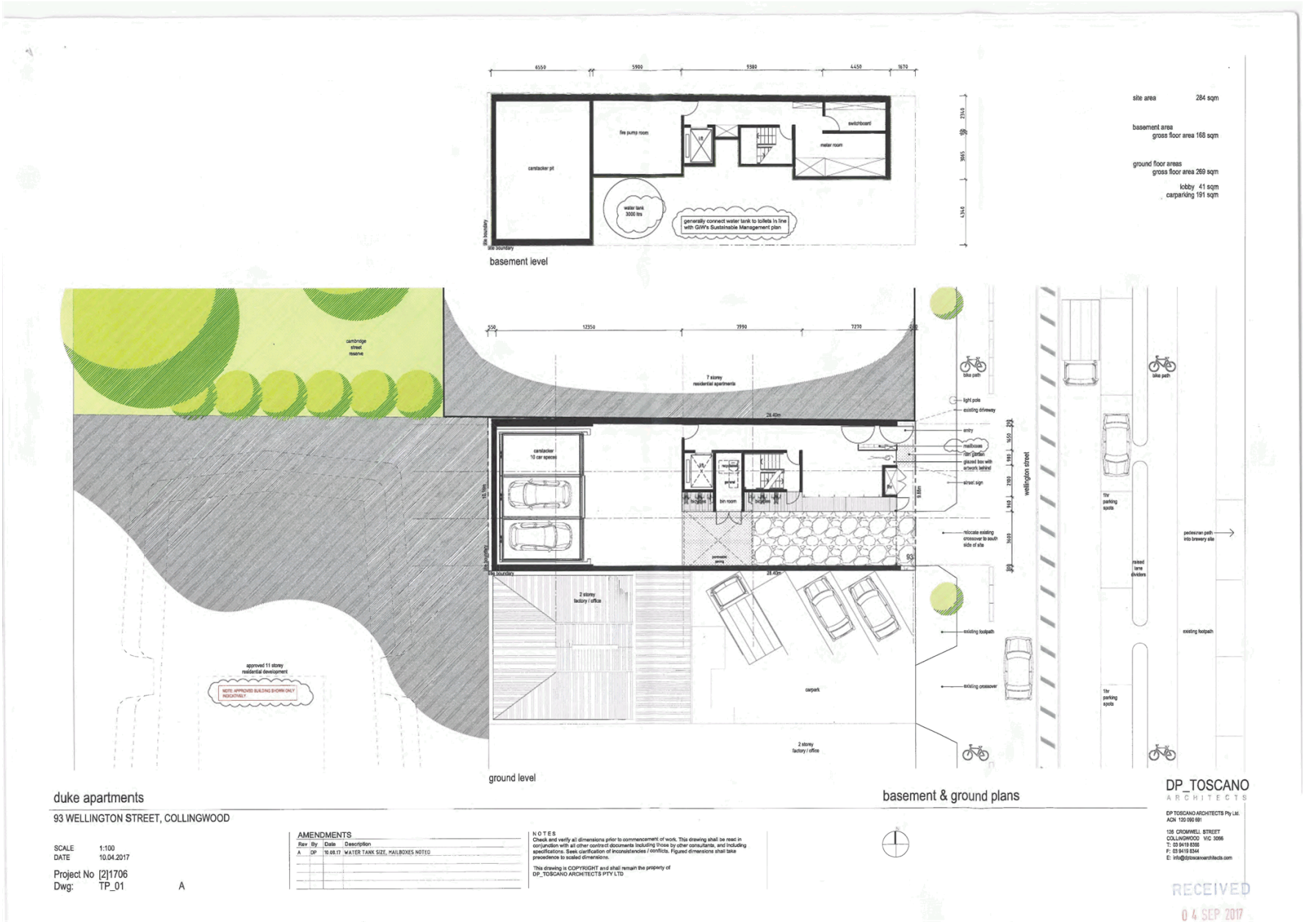
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locality plan area summary & drawing list

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Attachment 2 - Original, Advertised plans (now superseeded)



Attachment 2 - Original, Advertised plans (now superseeded)



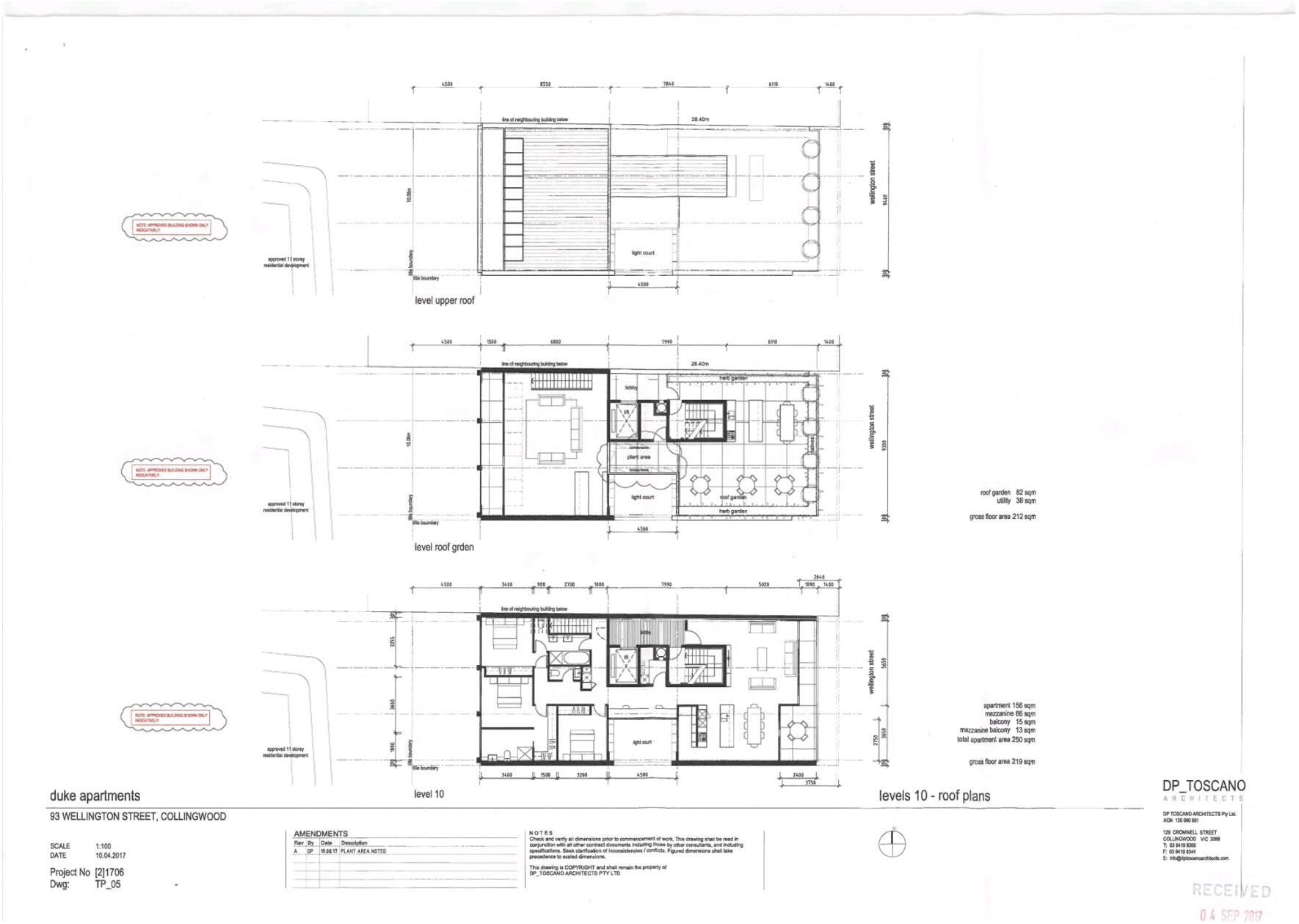
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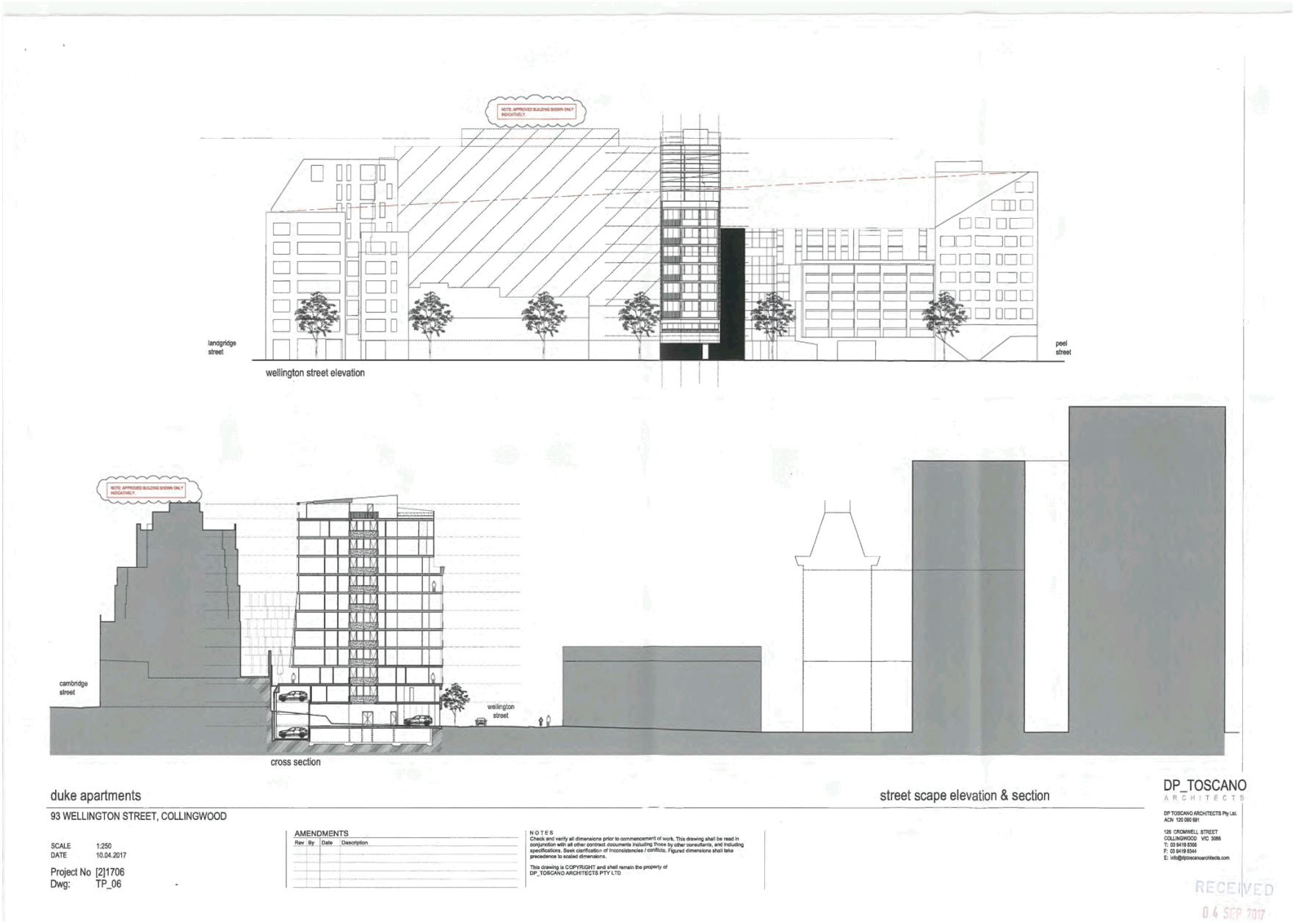
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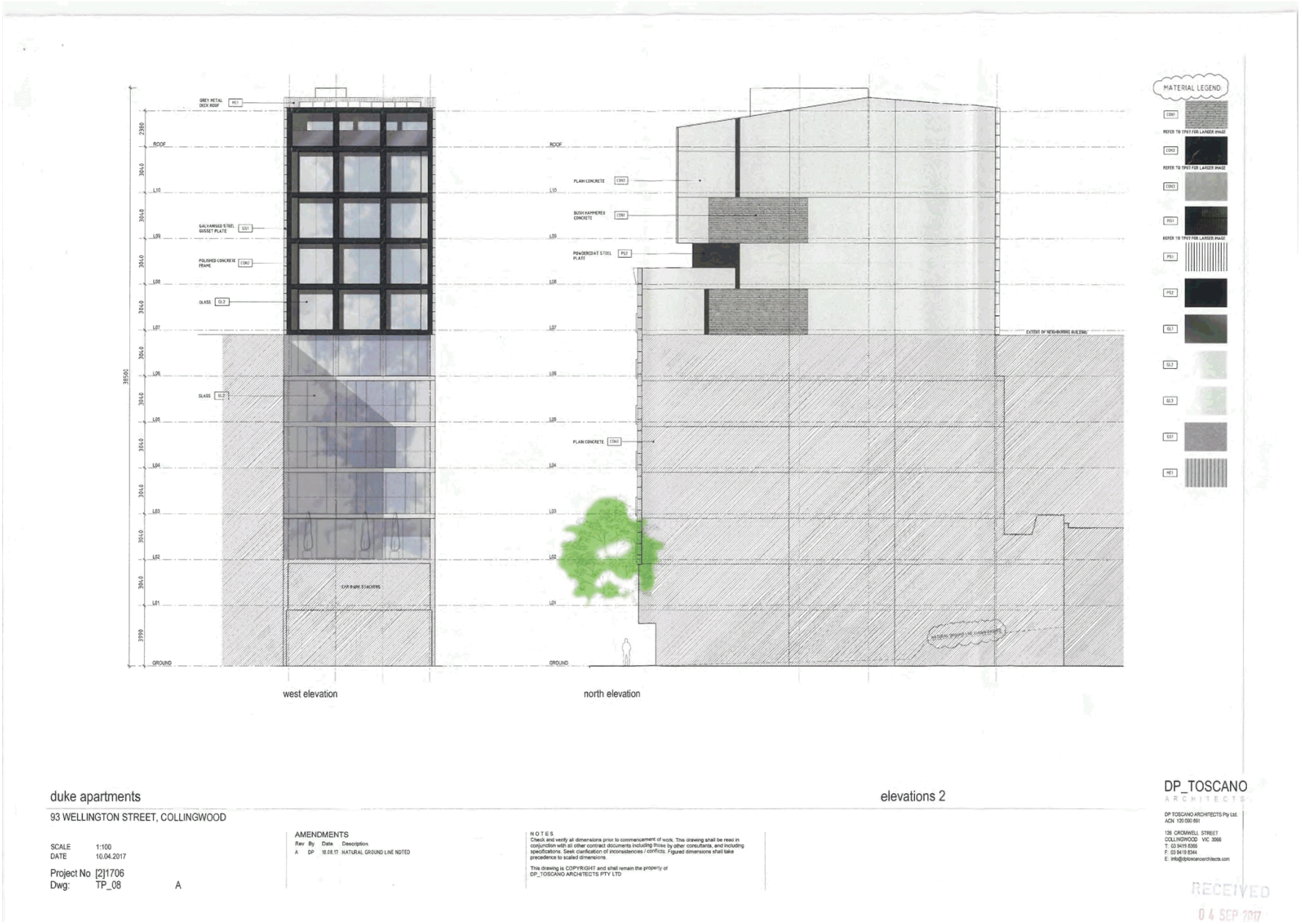
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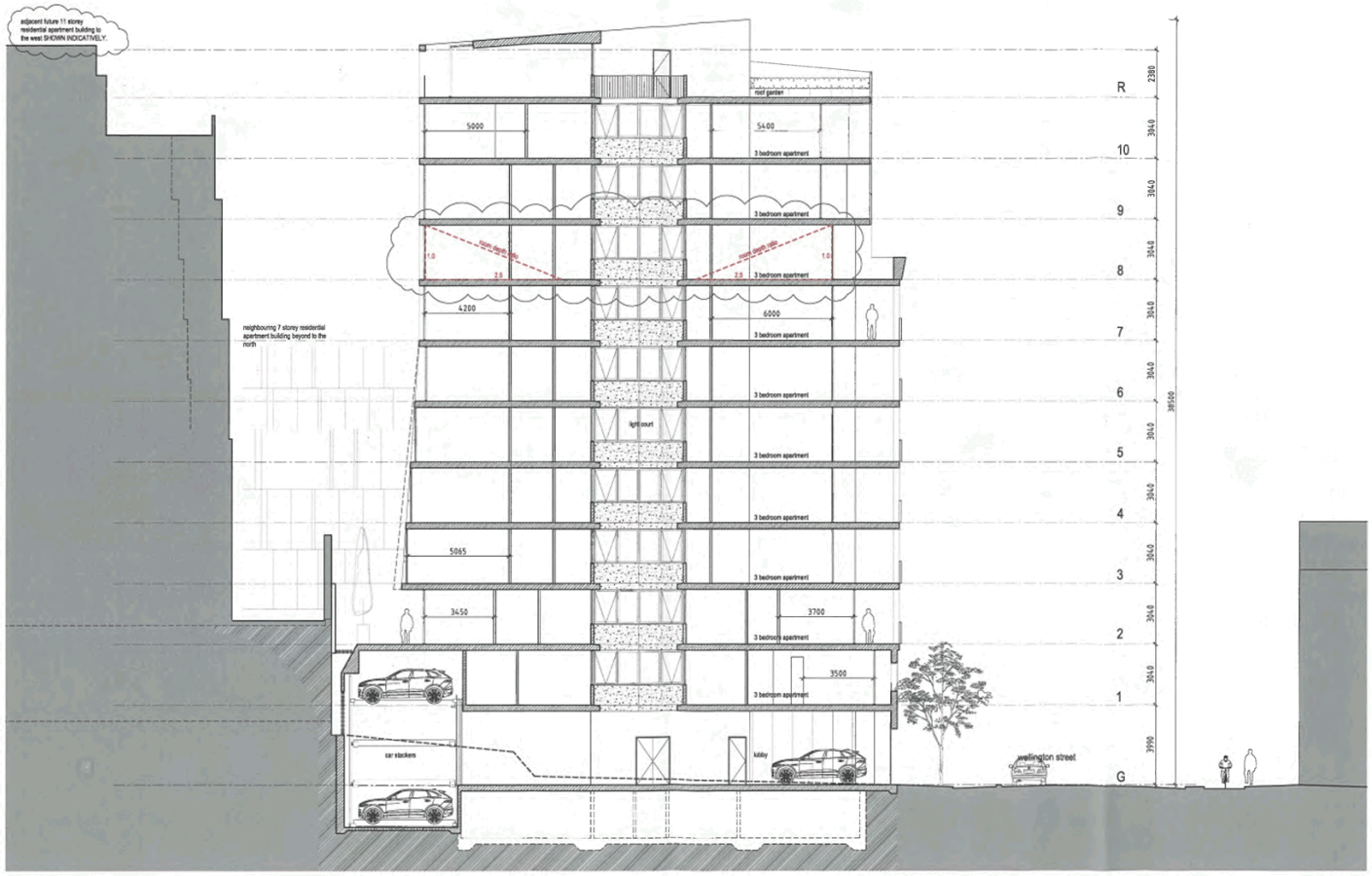
Attachment 2 - Original, Advertised plans (now superseeded)



Attachment 2 - Original, Advertised plans (now superseeded)



Attachment 2 - Original, Advertised plans (now superseeded)



section aa

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93 WELLINGTON STREET, COLLINGWOOD

section

SCALE 1:100
DATE 10.04.2017

Project No [2]1706
Dwg: TP_09 A

AMENDMENTS

Rev	By	Date	Description
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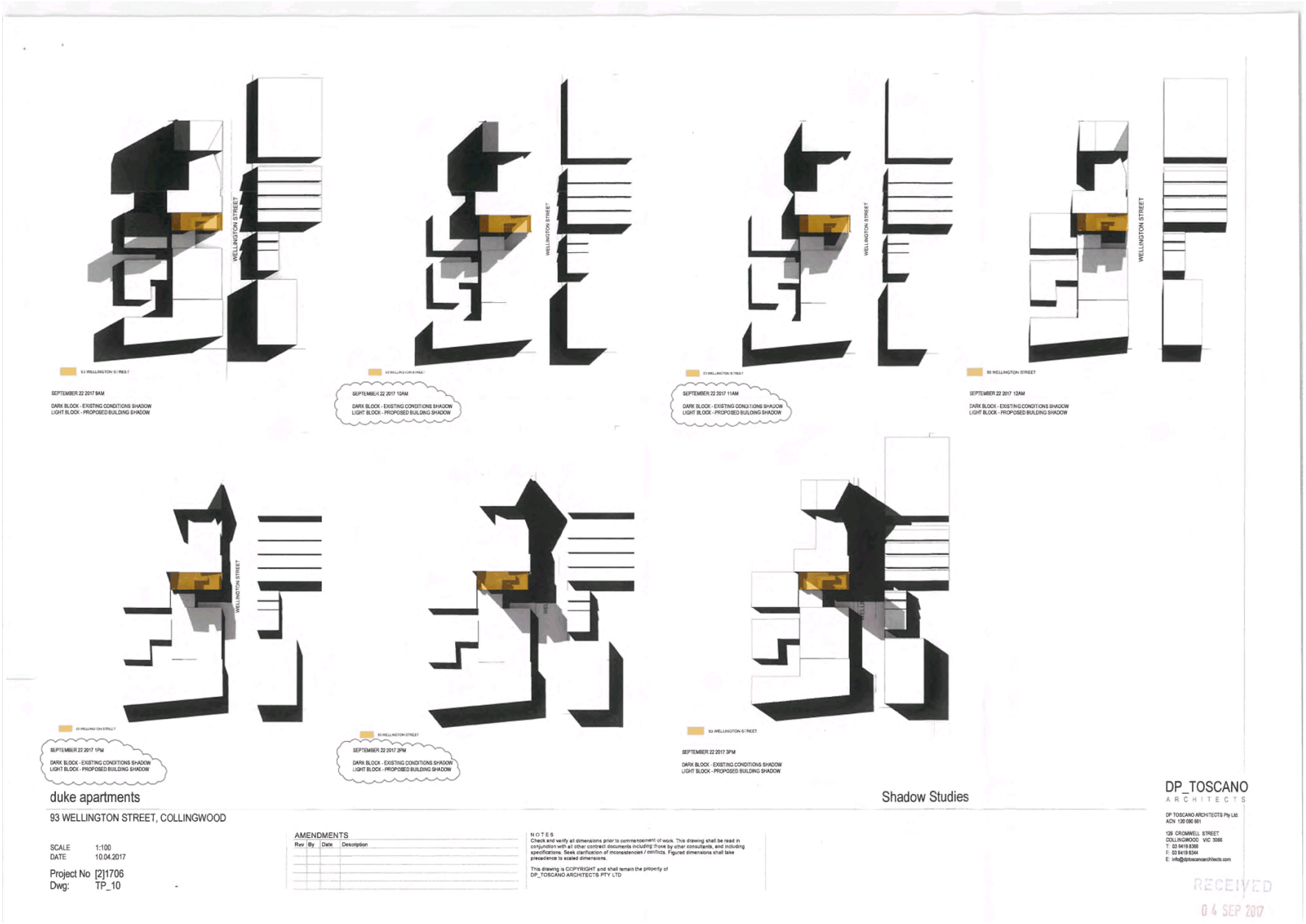
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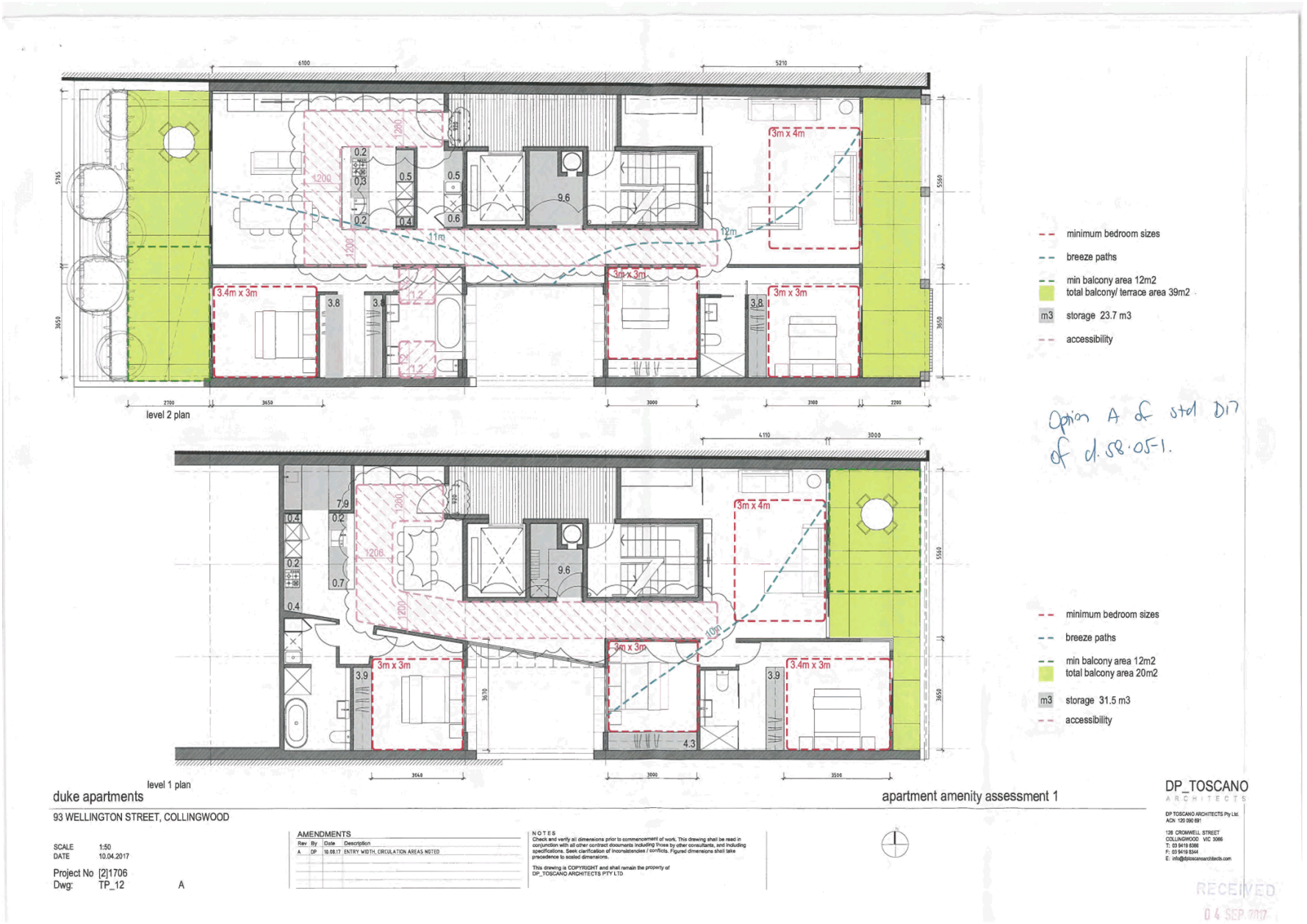
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Attachment 2 - Original, Advertised plans (now superseeded)



Attachment 2 - Original, Advertised plans (now superseeded)



Attachment 2 - Original, Advertised plans (now superseeded)



Attachment 2 - Original, Advertised plans (now superseeded)



View Looking North along Wellington Street



View Looking South along Wellington Street



93 Wellington Street

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93 WELLINGTON STREET, COLLINGWOOD

SCALE 1:100
DATE 10.04.2017

Project No [2]1706
Dwg: TP_14

AMENDMENTS

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Perspective Views

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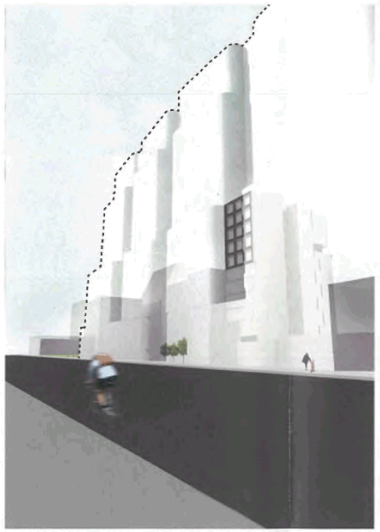
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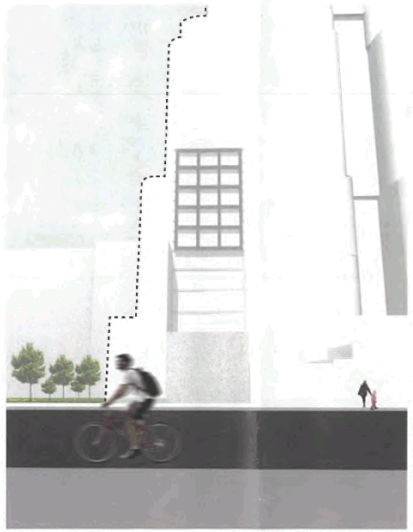
Attachment 2 - Original, Advertised plans (now superseeded)



View Looking North West along Wellington Street. Approved building shown as dashed outline and ghosted. Note: Approved building shown only indicatively.



View Looking South West along Wellington Street. Approved building shown as dashed outline and ghosted. Note: Approved building shown only indicatively.



View of 93 Wellington Street from Cambridge Street. Approved building shown as dashed outline and ghosted. Note: Approved building shown only indicatively.

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93 WELLINGTON STREET, COLLINGWOOD

SCALE 1:100
DATE 10.04.2017

Project No [2]1706
Dwg: TP_15

AMENDMENTS

Rev	By	Date	Description

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Perspective Views from Cambridge Street

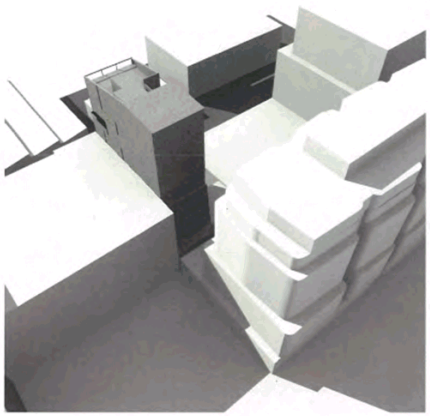
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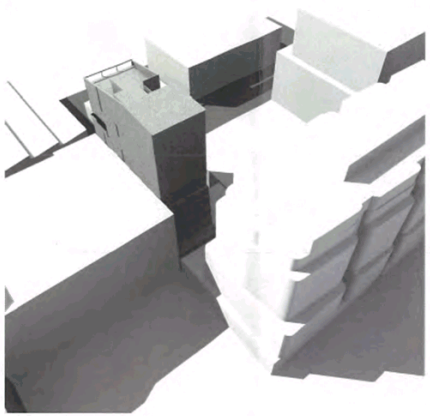
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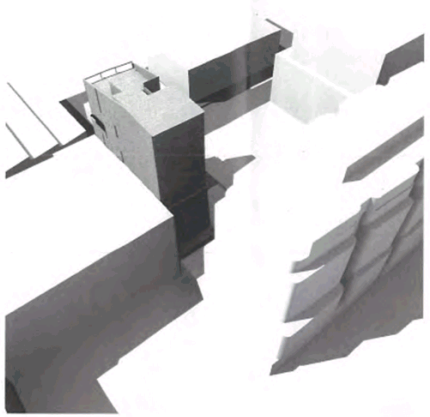
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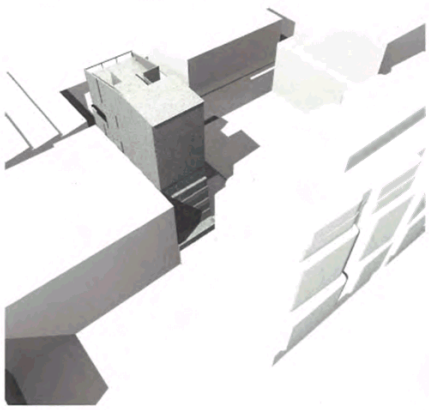
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NO AFFECTED LEVELS TO PROPOSED
NOTE: APPROVED BUILDING SHOWN ONLY INDICATIVELY.



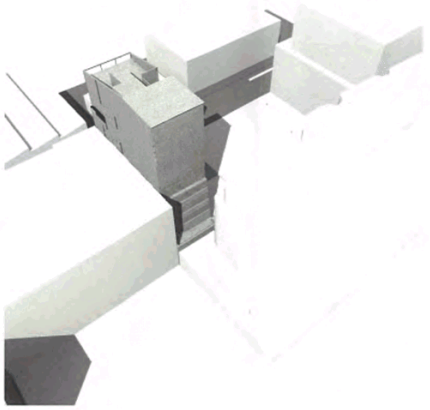
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SEPTEMBER 22 2017 11AM
NO AFFECTED LEVELS TO PROPOSED
NOTE: APPROVED BUILDING SHOWN ONLY INDICATIVELY.



SEPTEMBER 22 2017 1PM
NO AFFECTED LEVELS TO PROPOSED
NOTE: APPROVED BUILDING SHOWN ONLY INDICATIVELY.



SEPTEMBER 22 2017 2PM
NO AFFECTED LEVELS TO PROPOSED
NOTE: APPROVED BUILDING SHOWN ONLY INDICATIVELY.

duke apartments

93 WELLINGTON STREET, COLLINGWOOD

Shadow Studies

SCALE 1:100
DATE 10.04.2017

Project No [2]1706
Dwg: TP_16

AMENDMENTS

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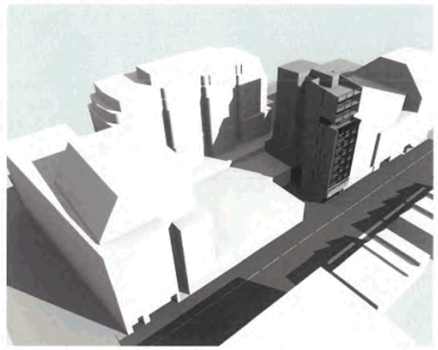
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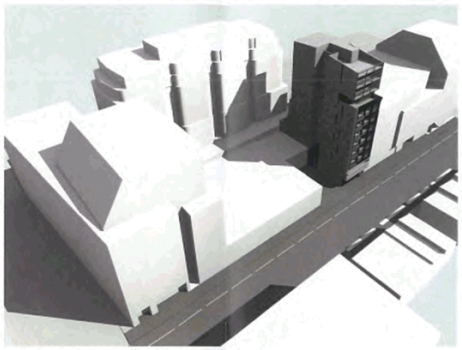
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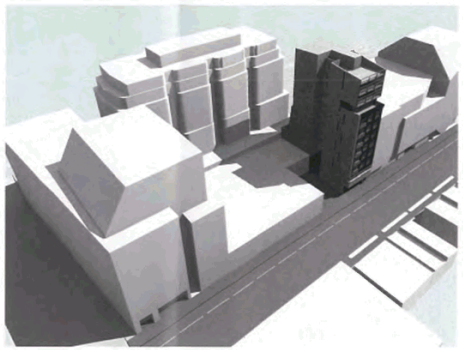
Attachment 2 - Original, Advertised plans (now superseeded)



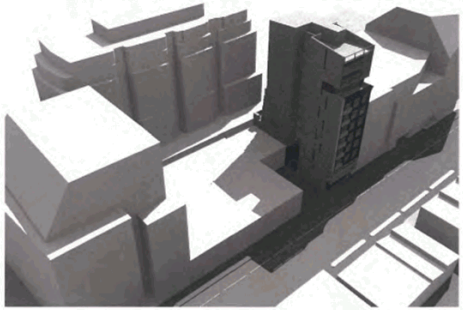
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AFFECTED LEVELS:
LEVELS 01-07



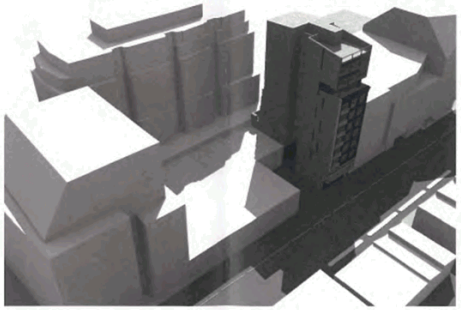
SEPTEMBER 22 2017 10AM
AFFECTED LEVELS TO APPROVED BUILDING:
LEVELS 01-07
NOTE: APPROVED BUILDING SHOWN ONLY INDICATIVELY



SEPTEMBER 22 2017 11AM
AFFECTED LEVELS TO APPROVED BUILDING:
LEVELS 01-03
NOTE: APPROVED BUILDING SHOWN ONLY INDICATIVELY



SEPTEMBER 22 2017 1PM
NO AFFECTED LEVELS TO APPHOVED
NOTE: APPROVED BUILDING SHOWN ONLY INDICATIVELY



SEPTEMBER 22 2017 2PM
NO AFFECTED LEVELS TO APPROVED
NOTE: APPROVED BUILDING SHOWN ONLY INDICATIVELY

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93 WELLINGTON STREET, COLLINGWOOD

Shadow Studies

SCALE NTS
DATE 10.04.2017

Project No [2]1706
Dwg: TP_17

AMENDMENTS

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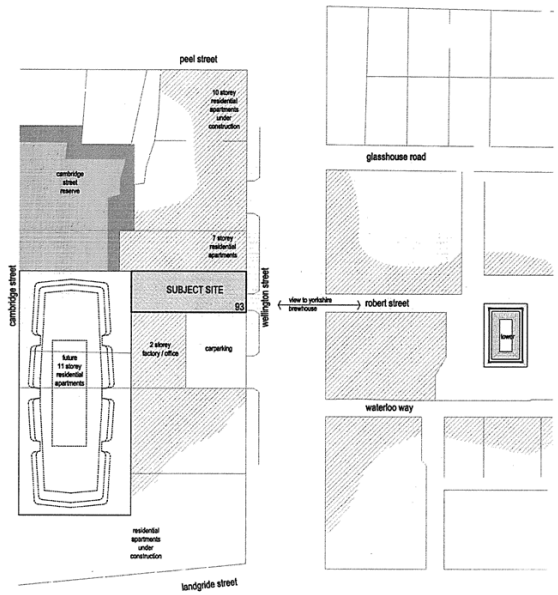
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Attachment 2 - Original, Advertised plans (now superseeded)



Attachment 3 - Section 57A decision plans



DRAWING LIST

TP 00 site plan area summary & drawing list
TP 01 basement & ground plans
TP 02 level 1 - 3 plans
TP 03 levels 4 - 6 plans
modified
deleted
TP 04 levels 7 - 10 & roof plans
~~TP 05 levels 10 - roof plans~~
~~TP 06 streetscape elevation & section~~
TP 07 elevations 1
TP 08 elevations 2
TP 09 section
TP 10 shadow studies
TP 11 site analysis
TP12 apartment analysis 1
TP13 apartment analysis 1
TP14 perspective view
TP15 perspective view from Cambridge Street
TP16 shadow studies
TP17 shadow studies
TP18 shadow studies

Area Summary
Design Response

Level	Apartment No.	Type	Private Open Space: Area	Balconies	Terrace	Minimum Depth	Total Apartment Area	Common Area	Gross Floor Area	cars	Brief Analysis: Apartment Compliance	Accessibility: Entry Door	Path 1.2m	Adaptable Bathroom	Storage: In Dwelling (m3)	Detailed Analysis: Main Bedroom Dimensions (3.4x3)	Other Bedrooms (3x3)	Living Room Width >3.6	Living Room Area >12m2	Ceiling Height	Habitable Room Window Size >1.5m	Natural Cross Ventilation	Breeze Path Length (m)	Cross Ventilation Compliance
B									108															
G								41	269	10														
1	1	3 bed	136	20		3.0	156		202		✓	920	✓	✓	31.5	✓	✓	✓	✓	2.7	✓	✓	10	✓
	2	3 bed	156	18	31	2.7	207		271		✓	920	✓	✓	23.7	✓	✓	✓	✓	2.7	✓	✓	12	✓
	3	3 bed	155	22		3.2	167		233		✓	920	✓	✓	39.4	✓	✓	✓	✓	2.7	✓	✓	12	✓
4	1	3 bed	164	22		3.2	186		232		✓	920	✓	✓	39.4	✓	✓	✓	✓	2.7	✓	✓	12	✓
5	1	3 bed	163	22		3.2	185		231		✓	920	✓	✓	39.4	✓	✓	✓	✓	2.7	✓	✓	13	✓
6	1	3 bed	162	22		3.2	184		230		✓	920	✓	✓	39.4	✓	✓	✓	✓	2.7	✓	✓	12	✓
7	1	3 bed	162	35		3.2	197		228		✓	920	✓	✓	39.4	✓	✓	✓	✓	2.7	✓	✓	12	✓
8	1	3 bed	147	12		3.2	159		192		✓	920	✓	✓	39.4	✓	✓	✓	✓	2.7	✓	✓	13	✓
9	1	3 bed	147	12		2.4	159		192		✓	920	✓	✓	34.8	✓	✓	✓	✓	2.7	✓	✓	11	✓
10	1	3 bed	147	12		2.4	159		192		✓	920	✓	✓	34.8	✓	✓	✓	✓	2.7	✓	✓	11	✓
R			56					111	192															
Totals							1769	152	3822		100%	100%	100%	100%										100%

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locality plan area summary & drawing list

SCALE 1:500
DATE 10.04.2017

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AMENDMENTS

Rev	By	Date	Description
A	DP	30.04.18	SCHEDULE & DRAWING LIST UPDATED

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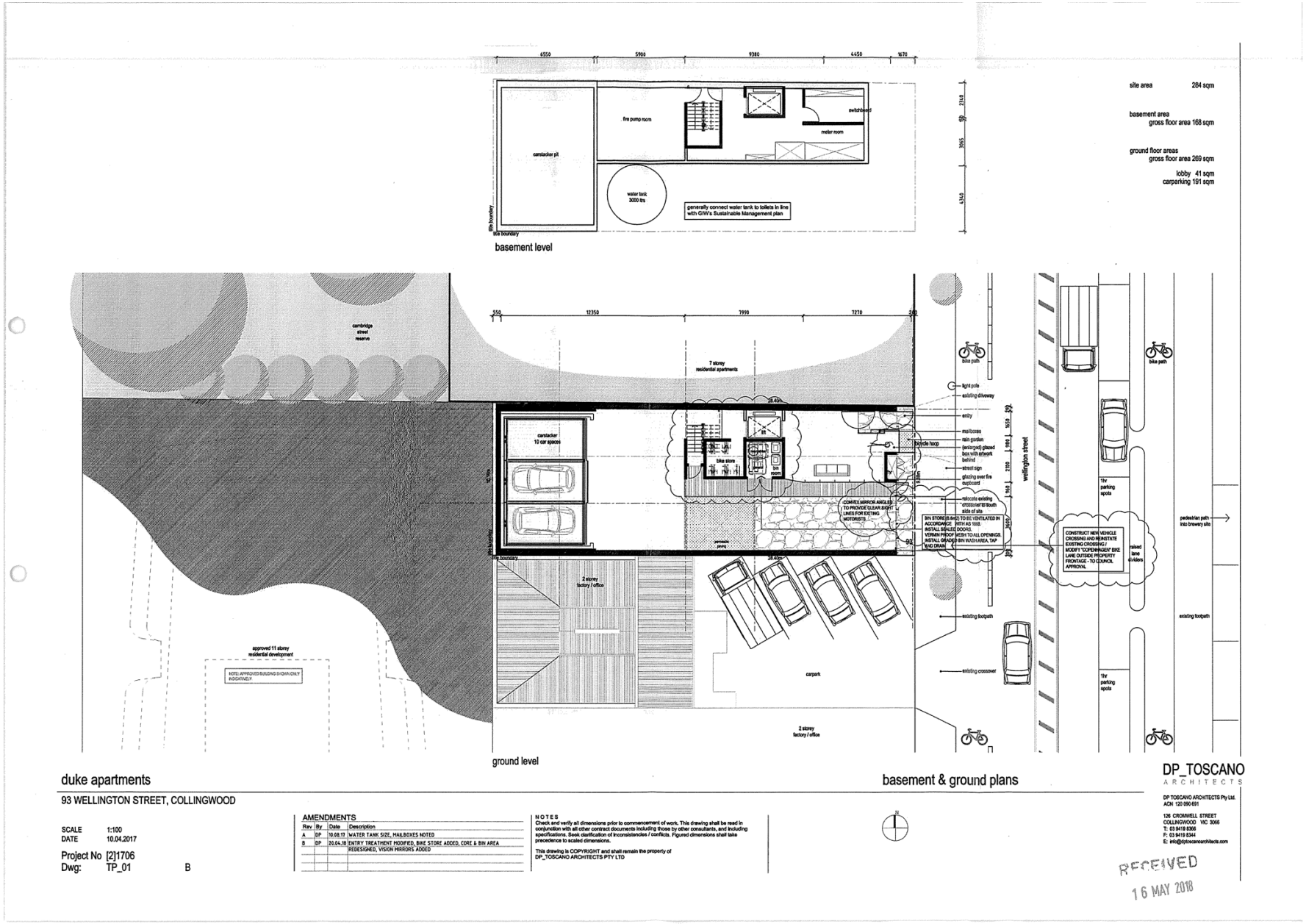
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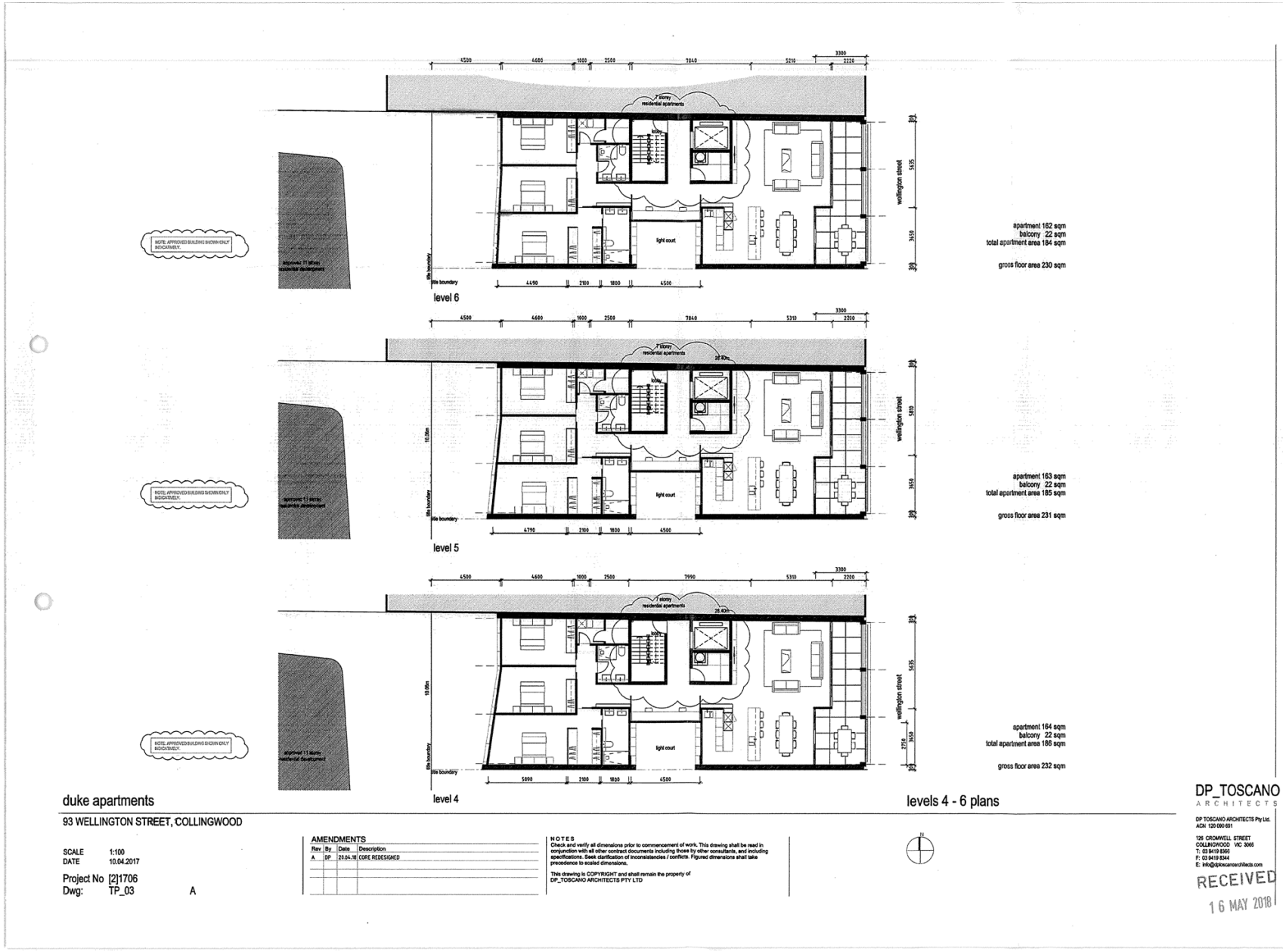
Attachment 3 - Section 57A decision plans



Attachment 3 - Section 57A decision plans



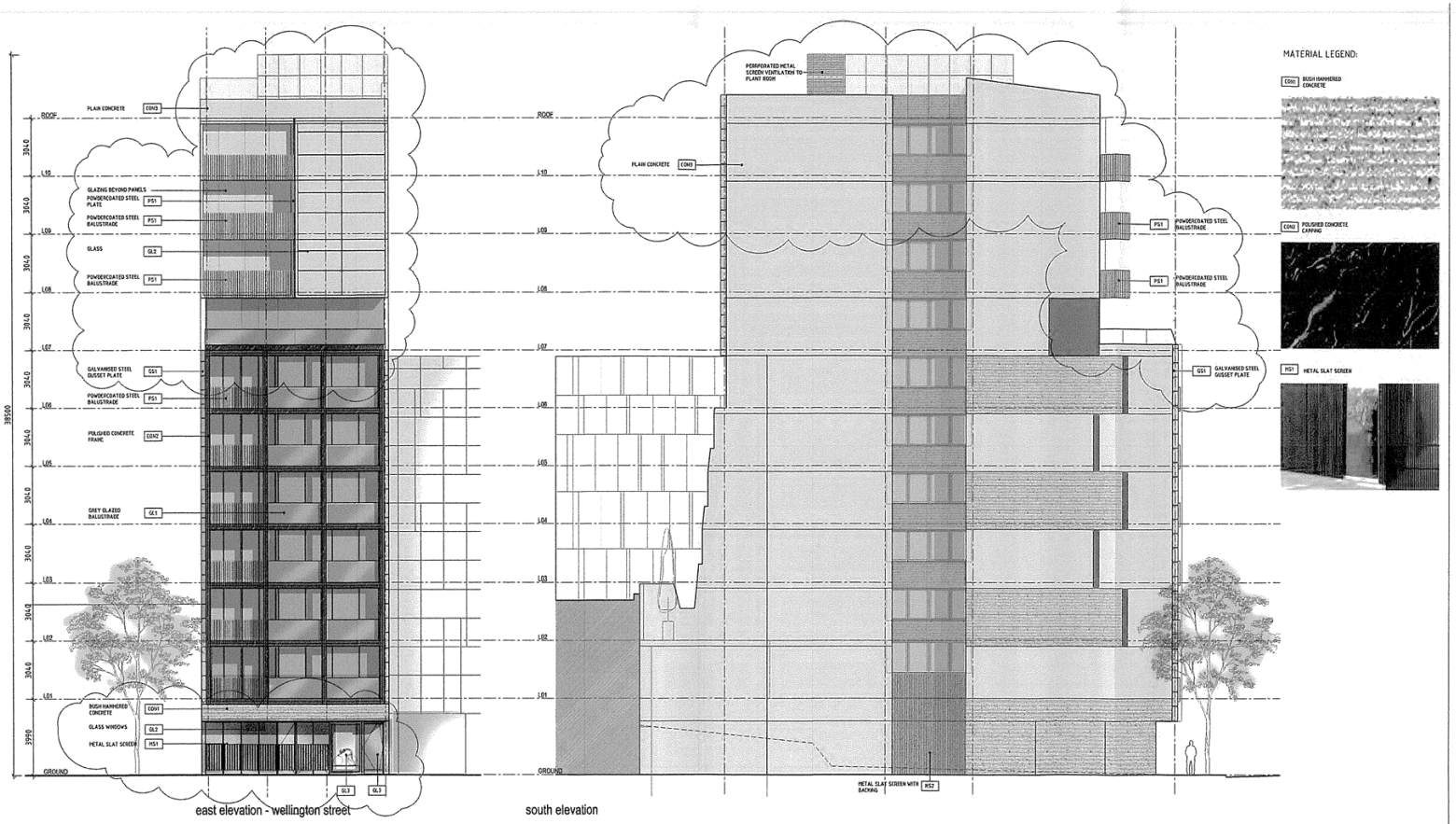
Attachment 3 - Section 57A decision plans



Attachment 3 - Section 57A decision plans



Attachment 3 - Section 57A decision plans



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elevations 1

SCALE 1:100
DATE 10.04.2017

Project No [2]1706
Dwg: TP_07 B

AMENDMENTS

Rev	By	Date	Description
A	DP	10.08.17	NATURAL GROUND LINE NOTED
B	DP	30.04.18	BUILDING HEIGHT REDUCED, LEVELS 8,9 & 10 FACADE SETBACK INCREASED

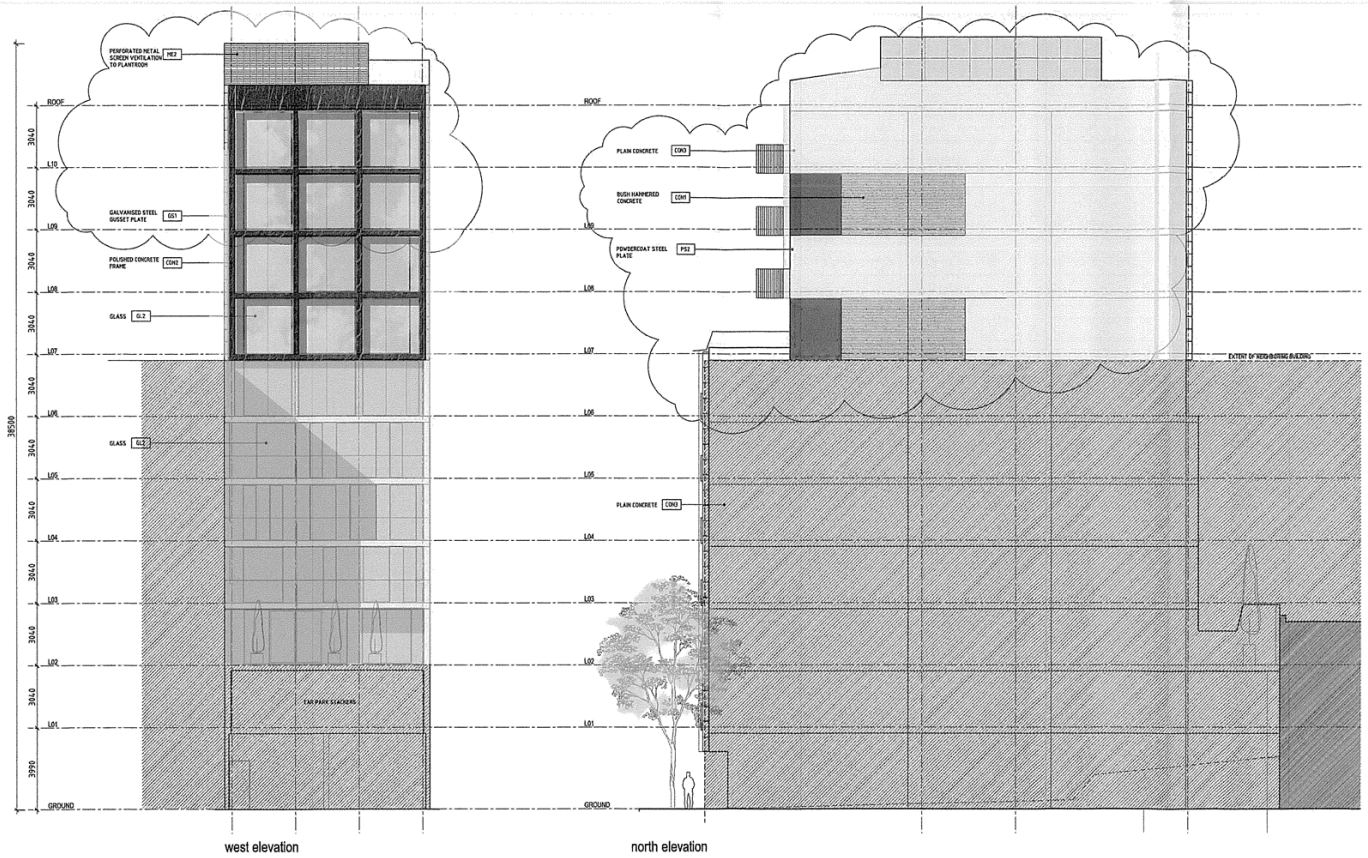
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elevations 2

SCALE 1:100
DATE 10.04.2017

Project No [2]1706
Dwg: TP_08 B

AMENDMENTS

Rev	By	Date	Description
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B	DP	30.04.18	BUILDING HEIGHT REDUCED, LEVELS 8,9 & 10 FACADE SETBACK INCREASED

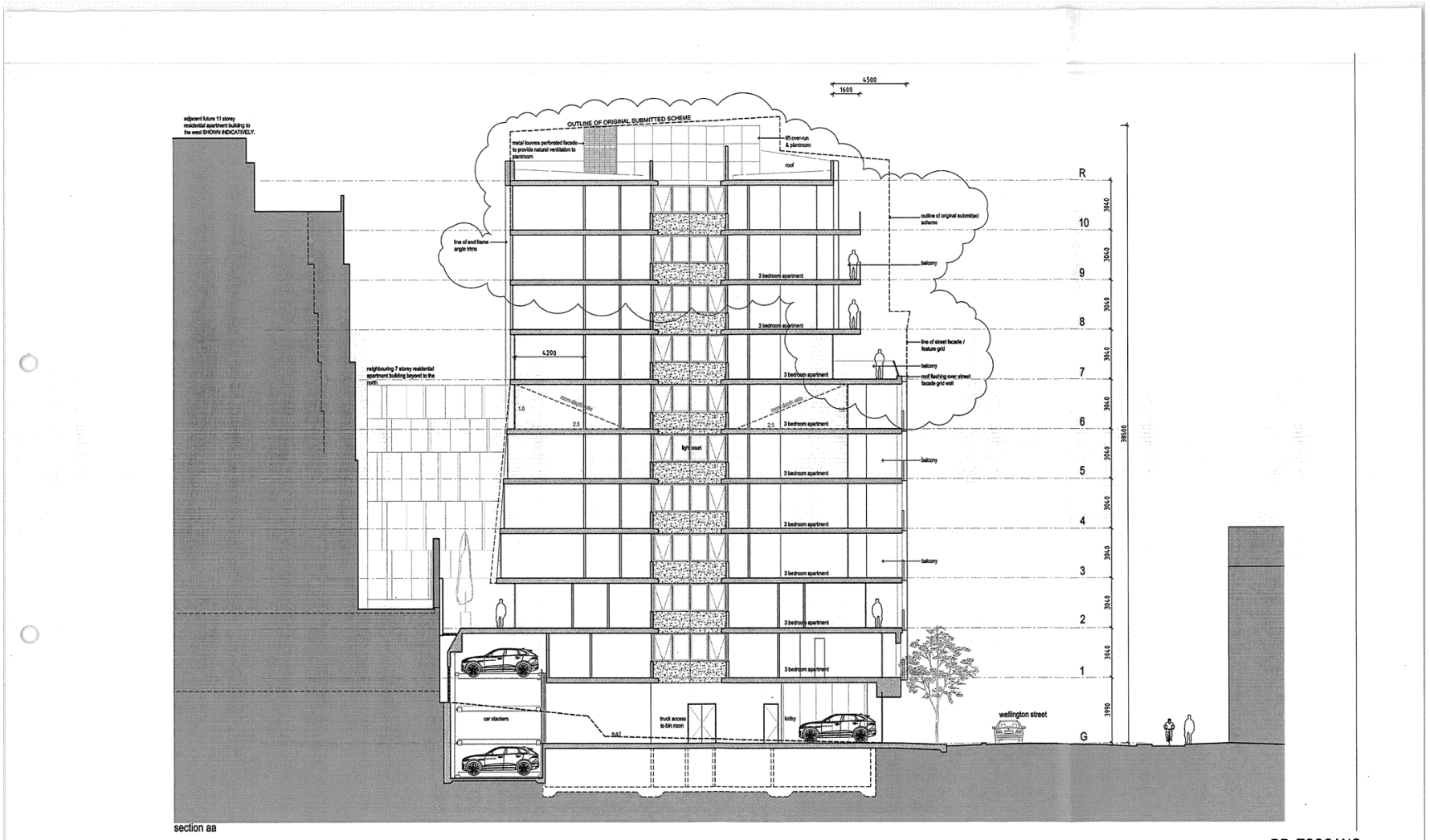
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Attachment 3 - Section 57A decision plans



section aa

duke apartments

93 WELLINGTON STREET, COLLINGWOOD

section

SCALE 1:100
DATE 10.04.2017

Project No [2]1706
Dwg: TP_09 B

AMENDMENTS

Rev	By	Date	Description
A	DP	10.08.17	STANDARD D25 COMPLIANCE NOTED
B	DP	30.04.18	BUILDING HEIGHT REDUCED, LEVELS 8,9 & 10 FACADE SETBACK INCREASED

NOTES
Check and verify all dimensions prior to commencement of work. This drawing shall be read in conjunction with all other contract documents including those by other consultants, and including specifications. Seek clarification of inconsistencies / conflicts. Figured dimensions shall take precedence to scaled dimensions.

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Attachment 4 - Strategic Transport Unit comments on Section 57A Amended Plans

Strategic Transport Unit comments on Section 57A Amended Plans:

1. **Dimensions of bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.**

   This has not been supplied and remains outstanding.

2. **All resident bicycle parking facilities to include a minimum of 20% of ground level (horizontal) spaces.**

   This has not been addressed, however given the confined site I accept all hanging spaces is acceptable in this instance.

3. **Resident bicycle parking spaces relocated to a secure location, or a more secure design for the current location shown. Spaces should be provided in a location safe from car movements.**

   Providing Condition 1 can be satisfied, this looks like it's been addressed.

4. **2 visitor bicycle parking spaces provided in a location easily accessed by visitors to the site.**

   I see a notation has been added next to the 'rain garden'. I can't see the actual hoop shown, or dimensions. If it is on top of the rain garden itself I'd imagine Euan might have some comments as to whether a rain garden can cope with bikes being moved back and forth over the top of it. More detail is required.

5. **All visitor bicycle parking facilities to be ground level (horizontal) spaces. –** See 4.

6. **All necessary works to the Copenhagen bicycle lane to ensure it remains safe for all road users following the relocation of the existing crossover.**

   I'm not sure if this has been provided separately, but nothing has been shown on the plans.

   It looks like the existing splitter to the south-east of the proposed crossover will prevent vehicle movements into the driveway, so at least part of this will need to be removed. This will result in an unacceptably large gap between the splitter island to the north and remainder of the splitter island to the south, so the splitter island to the north should be extended south past the redundant crossover. There is also a man-hole/service pit and drain that will need to be dealt with to put the new vehicle crossover in place. The relevant people in Engineering will need to consider these matters too.

Attachment 5 - Internal Urban Design Advice on original plans

CITY OF YARRA

MeMO

TO:	**Sarah Thomas**
FROM	**David Pryor**
DATE:	**6 November 2017**
SUBJECT:	**93 Wellington Street Collingwood**
APPLICATION NO:	**PLN17/0512**
DESCRIPTION:	Construction of a 12 storey building

Urban design advice has been sought in relation to:
- building height and massing;
- design detailing and materiality; and
- any proposed capital works in the vicinity.

COMMENTS SUMMARY

This proposal is not supported in its current form, as outlined below. Recommended amendments include the following:
- reduce the building's height by removing two typical levels;
- increase the front setback of the upper levels to 5m to the balcony face;
- retain and upgrade the front and south wall of the existing building if possible, and modify the proposed building's massing to suit;
- further information on finishes, particularly the metal slat screen at ground floor level;
- review the ground floor level to maximise active frontage, passive surveillance and interest for pedestrians.

There are no known capital works proposed for this area.

Site and Context

The site sits within a Non Residential area, where Clause 21.08 calls for development to *improve the interface of development with the street*.

The area is zoned MUZ.

DDO2 Main Roads and Boulevards applies to this section of Wellington St.

A single-storey brick art deco building currently occupies the southeast corner of the site.

No heritage overlay applies.

Except for recent approvals, existing buildings in Wellington St are typically 1 to 3 storeys tall. 7 and 9 storey buildings occupy land between the subject site and Peel St.

Attachment 5 - Internal Urban Design Advice on original plans

Proposed Built Form

The main building form extends out to the front and both side boundaries up to a height of 8 storeys (about 26.3m), with the wall face set back 2.2 to 3.3m behind full-width, solid-flanked balconies. Above this, 3 levels are set back at least 1.4m from the front (east) boundary, with the wall face set back an additional 1.1 to 2.4m behind full-width balconies. This extends up to a height of about 34.6m to the roof terrace balustrade. The top (twelfth) storey is set back 15.5m, except for the lift core, which is set back about 7.5m from the front boundary, 5m from the south and 2m from the north.

The proposal would have a plot ratio of about 9:1 (excluding balconies and basement).

A 4.5 metre x 2.75 metre light court abuts the south boundary.

Built Form Assessment

The retention of the site's 10m width is commended, as it contributes a narrow grain of subdivision and results in an attractively slender form.

I support the introduction of a substantial building concealing most of the existing grey-painted blank wall on the north boundary, provided that any resultant blank wall on the south boundary is less extensive and more attractive than the existing one. However, it is not necessary to conceal the entire extent of the existing blank wall, and the current proposal, being taller than its neighbour, creates a new north-facing blank wall as well as increasing the height of blank wall to the south.

The light court is valuable in dividing the south wall into two slender components, of which it is mainly the east component which impacts on views from the public realm.

The proposal is taller than the 7-storey building to its north or the 9-storey building at the corner of Peel St. At street intersections, there is often an argument for height to step up to mark the corner of the block. That is not the case for the subject site, which is located mid-block. Here, its greater height undermines the built form hierarchy of the streetscape.

The proposal results in an abrupt height transition to the south, where development on the adjoining boundary is currently limited to a single storey building at the rear of the site.

To the east, the proposal would have a significant impact on the pedestrian lane leading into the Yorkshire Brewery site, limiting sky views but not overshadowing the lane until after 3pm (at the equinox).

The proposal overshadows the east footpath of Wellington St from about 1.50pm on the equinox.

Approval of a 12-storey building extending to the full width of the subject site would set a precedent inviting similar development south of the site. If sites to the south were similarly developed, the result could be described as a wall of towers, the cumulative impact of which would be detrimental to the streetscape, having an overbearing presence, lacking glimpses of the sky between buildings, reducing solar access for cyclists, pedestrians and occupants on the east side of the street and creating a more asymmetrical streetscape.

It is recommended that at least two typical levels be deleted from the building, resulting in a maximum height of 10 storeys and a street wall height of 6 storeys. Being one storey lower than the street wall of 95 Wellington St, this would reinforce the pattern of subdivision and achieve a better hierarchy of built form along the street, enabling taller forms to mark street corners. This height (in the order of 20m) would result in a *height:street width* ratio of about 1:1, which is considered appropriate for Wellington St.

The 3 storeys above this should be set back at least 5m to the balcony face, so as to be recessive in relation to the main form and to avoid competing with taller forms at street corners. The top storey, being well set back, is not considered to have a significant additional impact on the nearby public realm.

Alternatively, if the front of the existing building is retained, a 7 storey form, set back at least 1m from the front boundary, would be acceptable. Again, additional storeys should be set back at least 5m from the front boundary. This option would allow a similar yield to the above recommendation, while benefiting from the retention of the front of the existing building.

With either of the above options, the reduced built form would be more consistent with Clause 21.05 Built Form, where Strategy 17.2 states that: *Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*

- *Significant upper level setbacks*
- *Architectural design excellence*
- *Best practice environmental sustainability objectives in design and construction*
- *High quality restoration and adaptive re-use of heritage buildings*
- *Positive contribution to the enhancement of the public domain*
- *Provision of affordable housing*.

I understand that the subject site could be considered a strategic redevelopment site.

Building Design and Finishes

With the above-recommended reductions in built form, the proposed design would be broadly supported, noting the use of integral finishes rather than reliance on applied paint, and the slenderness and shaping of the main form. However, without such reductions, the proposal would be very prominent – particularly as viewed from the southeast, warranting correspondingly high design standards – beyond those currently demonstrated. Further, the current proposal would protrude above is surroundings in distant views from various directions. The left hand perspective on TP14 (looking from the north) gives a sense of this. The flush, blank side walls present a challenge to achieving a building top which presents well from all directions.

An important strength of the design is the recess at Level 8, reinforced by a section of black metal cladding, gives shape to the top of the building and is supported. (This black metal should wrap onto the front of the building, and this should be noted on the East Elevation.)

Consideration has been given to how the building will present in the round. For example, bush hammered concrete wraps from the front to the side elevation.

For buildings adopting a restrained, modernist idiom, materiality is particularly important, warranting the provision of samples, 3d sketches of typical junctions and photographs of precedents.

Further information is warranted on the proposed metal slat screen at ground floor level, as this finish will dominate the pedestrian's experience of the building. The screen needs to be finely detailed and reasonably transparent, with consideration given to how the building presents at night.

While no heritage overlay applies to the site, there would be benefit in retaining and upgrading the front and south wall of the existing building, which contributes character to the neighbourhood and a link to its history. Its retention would result in a more varied streetscape in an area where modern buildings are becoming predominant, and it would reduce the extent of concrete on the south

boundary. The tactile qualities of the existing brickwork would contribute to the pedestrian experience.

Street Interface

The current proposal does not achieve a positive interface with the footpath. Active frontage is limited to a pedestrian door, a cyclists' door and a narrow window, totalling about 40% of the ground floor frontage. This is largely the result of the proposed intensity of development. There may be an opportunity to increase interaction between interior and exterior by providing glazing above the fire cabinet.

The ground floor appears to incorporate attractive paving, mitigating the negative impact of the carpark entry, but this paving is not noted on the plan.

At Ground Floor level, the proposal is set back about 1m. This is consistent with the adjoining building and is supported, subject to ensuring sight-impaired can navigate past the building. The setback should be dimensioned on the plan. There may be an opportunity to use some of this setback for planting.

The above advice is limited to urban design issues, and does not address ESD, amenity or heritage, for example.

Attachment 6 - Internal urban design advice on April 2018 plans

Internal urban design advice on April 2018 plans:

This appears to be consistent with your email & with what we discussed Friday, except that the 4.5m setback should apply to the outermost wall face – not a grid line behind the façade. It could then be supported from an urban design perspective. We would not want to see any encroachment beyond this envelope.

Attachment 7 - Council's Engineering comments

CITY OF YaRRA

MEMO

To:	**Sarah Thomas**	
From:	**Mark Pisani**	
Date:	**17 November 2017**	
Subject:	**Application No:**	**PLN17/0512**
	Description:	**12 Storey Building**
	Site Address:	**93 Wellington Street, Collingwood**

I refer to the above Planning Application received on 9 October 2017 and the accompanying report prepared by One Mile Grid traffic engineering consultants in relation to the proposed development at 93 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
Three-bedroom dwelling	10	2 spaces per dwelling	20	10
Residential visitors	10 Dwellings	1 space per 5 dwellings	2	0
		Total	**22 Spaces**	**10 Spaces**

The site would have a total parking shortfall of 12 spaces (10 resident spaces and two 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:

- *Parking Demand for the Three-Bedroom Dwellings*. One Mile Grid has sourced car ownership rates for the Collingwood area from the 2011 census conducted by the Australian Bureau of Statistics. For three-bedroom flat type dwellings in Collingwood, the average car ownership for this size of dwelling is 1.37 vehicles per dwelling. The data also recorded that some 57.8% of three-bedroom dwellings had one or less cars. This suggests that there is a market for dwellings that contained one or no on-site spaces. There is no objection to the provision of one space per three-bedroom dwelling.
- *Parking Demand for Residential Visitors*. Peak parking for residential visitors generally occurs on weekday evenings and at weekends. The applicant proposes to accommodate all residential visitor parking off-site, since the site will be containing mechanical parking - not practical for use by residential visitors. For mixed use and multi-unit residential developments that are located along or near activity centres, we would normally encourage applicants to

Attachment 7 - Council's Engineering comments

provide some residential visitor parking on-site. In this instance, the proposed car parking arrangement cannot practically allow for residential visitor parking to be accommodated on the property. In the context of the surrounding area, the demand of two residential visitor parking spaces off-site should not be detrimental to existing on-street parking conditions in the area.

- *Availability of Public Transport in the Locality of the Land*. The site is within walking distance of trams services operating along Smith Street-Gertrude Street. Victoria Parade tram services are accessible to and from the site by foot.

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*. One Mile Grid had conducted on-street parking occupancy surveys of the surrounding area on Thursday 17 August 2017 from 4:00pm to 8:00pm and on Saturday 19 August 2017 from 10:00am to 4:00pm. The survey area encompassed sections of Wellington Street, Langridge Street, Derby Street, Peel Street, Gipps Street, Cambridge Street, Oxford Street and Rokeby Street. The extent and times of the survey are considered appropriate. An inventory of up to 569 on-street parking spaces was identified. The Thursday survey recorded a minimum of 127 vacant spaces at 4:00pm and the Saturday survey recorded a minimum of 161 spaces at 12:00pm. Any overflow of short-stay parking from the development (two residential visitor spaces) can be accommodated on-street.
- *Relevant Local Policy or Incorporated Document*. The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of 10 resident spaces and two residential visitor spaces is considered appropriate in the context of the development and the surrounding area. The provision of one space per three-bedroom dwelling reflects the statistical trend for car ownership for three-bedroom flat type dwellings in the Collingwood area.

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

TRAFFIC GENERATION
Trip Generation
The traffic generation for the site adopted by One Mile Grid is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential (10 three-bedroom dwellings)	4.0 vehicle trips per dwelling per day Peak hour volume is 10% of daily traffic volume	40 trips	4 trips per hour	4 trips per hour

The traffic volumes generated are not unduly high and can be easily accommodated in the surrounding road network.

Queuing and Conflict
The development's parking would be contained in a shuffle type car stacker. The internal one-lane accessway is approximately 15 metres in length (from the Wellington Street alignment).

In the AM peak hour, there would be 3 departure trips and 1 arrival trips. In the PM peak hour, there would be 2 departure trips and 2 arrival trips.

Attachment 7 - Council's Engineering comments

It is highly unlikely that vehicle queuing would take place outside the curtilage of the property.

In relation to vehicle conflict within the accessway, this would analogous to a single lane Right of Way environment. Given the low peak hour traffic volumes, we envisage the potential for vehicle conflict to be very remote.

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The accessway has a width of 3.6 metres and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004 and *Design standard 1 – Accessways* of Clause 52.06-9.
Visibility	The accessway does not have 2.0 metre by 2.5 metre splays as required by *Design standard 1*. A flashing warning light is not acceptable as it is the responsibility of motorists to watch out and give way to pedestrians as they enter a Public Highway, rather than vice versa. To address this item, a convex mirror should be installed to assist exiting motorists in viewing pedestrians walking along the Wellington Street footpath.
Headroom Clearance	Minimum headroom clearance has not been dimensioned. Should be indicated on the drawings.
Car Parking Modules and Car Stacker	
Car Stacker Device	The car stacker specifications appended to the report are represented at a small scale and the text is minute. The specifications need to be resubmitted at a larger scale before we will assess any further.
Vehicle Clearance Height	Comment to be provided upon receipt of resubmitted specifications.
Floor to Ceiling Height	Not dimensioned. This measurement needs to be provided on the drawings.
Vehicle Turning Movements	The swept path diagrams provided in the One Mile Grid report are minute and need to be resubmitted at a larger scale. Further comment will be provided upon receipt of resubmitted diagrams.

IMPACT ON COUNCIL ROAD ASSETS
The construction of the new buildings, the provision of underground utilities and construction traffic servicing and transporting materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site.

It is essential that the developer rehabilitates/restores laneways, footpaths, kerbing and other road related items, as recommended by Council, to ensure that the Council infrastructure surrounding the site has a high level of serviceability.

The construction of a new vehicle crossing and the reinstatement of the redundant vehicle crossing will necessitate modification works to the Copenhagen bicycle facility outside the property road frontage.

Attachment 7 - Council's Engineering comments

ENGINEERING CONDITIONS

Convex Mirrors

- Convex mirrors are to be installed at the development's entrance and be positioned to view pedestrians along the Wellington Street footpath for motorists exiting the site. The mirrors must be contained within the curtilage of the property.

Car Stacker Device

- The car stacker device must be installed, operated and maintained in accordance with the manufacturer's specifications and requirements.
- No pipes, ducting or protrusions from the ceiling or walls are to be installed above or within the space clearance envelopes for the car stacker device.

Civil Works

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

- The redundant vehicle crossing on the property's Wellington Street frontage must be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost.
- The new vehicle crossing on the west side of Wellington Street must be designed and constructed in accordance with Council's Standard Drawings, Council's *Infrastructure Road Materials Policy* and engineering requirements.
- To construct the new vehicle crossing, a new side entry pit is to be constructed with a pipe extension to one side of the new vehicle crossing to Council's satisfaction. A design for these works must be submitted to Council for assessment and approval, and should incorporate alterations/works to the existing pit in the new vehicle crossing. The cost of the new pit, pipe extension and alterations to existing drainage infrastructure is to be funded by the Permit Holder.
- The footpath along the property's Wellington Street frontage must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The raised concrete barrier for the Copenhagen lane is to be extended across the reinstated vehicle crossing to Council's satisfaction and at the Permit Holder's expense.
- Any modifications made to the Copenhagen lane bicycle infrastructure by the developer must obtain authorisation and approval from Council. All reinstatements and pavement markings associated with the Copenhagen lane must be done to Council's satisfaction and at the Permit Holder's cost.

Access into Site

- The applicant must provide swept path diagrams for the B99 design vehicle entering and exiting the property, demonstrating that turning vehicles would be clear of the concrete barriers of the Copenhagen lane. The existing Copenhagen lane concrete barrier and extension of the concrete barrier across the reinstated vehicle crossing must be accurately shown with the swept path diagrams.

Road Asset Protection

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

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation

Attachment 7 - Council's Engineering comments

report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Impact of Assets on Proposed Development

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

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Contaminated ground water seepage into the car stacker cavities from above the water table must be discharged to the sewer system through a trade waste agreement with the relevant authority or in accordance with EPA guidelines.
- Contaminated groundwater from below the water table must be discharged to the sewer system through a trade waste agreement from the relevant sewer authority.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements or car stacker cavities that extend into the groundwater table must be waterproofed/tanked.

NON-PLANNING ADVICE FOR THE APPLICANT

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.

Clearances from Electrical Assets

Overhead power lines run along the west side of Wellington Street close to the property boundary.

The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website:

http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs

Additional Comments Provided By Construction Management

Construction Advice

- Copenhagen bicycle lane on Wellington Street will impact access and any proposed crane lifting zone. Significant civil works may be required to enable construction works to take place along this frontage.
- Power lines on the Wellington Street frontage will lift crane lifting capabilities along this frontage. It is recommended that a section of these power lines are undergrounded if a crane loading zone is to be proposed for construction of the development.

Attachment 7 - Council's Engineering comments

Regards

Mark Pisani
Senior Development Engineer
Engineering Services Unit

Attachment 8 - Services Contract Unit advice on original plans

The Waste Management Plan prepared by onemilegrid dated the 23rd June 2017 for 93 Wellington Street Collingwood is unsatisfactory from the City works Branch's perspective.

The issues that need to be addressed include but may not be limited to:

1. Please provide clear information regarding who will be responsible for taking the bins to the collection point and who will be responsible for returning the bins to the bin room after collection

2. Please specify the size (M2) of the bin storage area

3. Please specify how the bins will be cleaned, how often the bins will be cleaned and who will clean the bins

4. Please specify the washing facilities in the bin room and the drain connection to sewer

5. Please specify the ventilation system for the bin room

6. Please specify arrangements for vermin control

If you have any queries please give me a call

Joseph Agostino
Project Officer
City Works
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Attachment 9 - ESD Advisor response to original plans

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, 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 *DP Toscano* (received 4th Sept 2017) and the accompanying SMP, prepared by *GIW Environmental Solutions* (prepared 16th June 2017).

Attachment 9 - ESD Advisor response to original plans

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



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Attachment 9 - ESD Advisor response to original plans

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council



Assessment Summary:

Responsible Planner:	Sarah Thomas
ESD Advisor:	Euan Williamson
Date: 31.10.2017	Planning Application No: PLN17/0512
Subject Site:	93 Wellington Street, Collingwood
Site Area: Approx. 285m^2	Site Coverage: 100%
Project Description:	Twelve storey building comprising 10 dwellings.
Pre-application meeting(s):	None.

The standard of the ESD 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:
- Minimum 6.5 Star average NatHERS Star rating for dwellings.
- A STORM report with a 114% STORM score has been submitted that demonstrates best practice and relies on ~110m^2 of roof connected to 3,000 litres in rainwater storage for flushing of all toilets on levels 1 and 2, and an additional 62m^2 of roof terrace connected to 1.8m^2 of raingarden on the ground floor.
- Excellent cross ventilation to all dwellings, providing that every habitable room has an operable window.
- Good access to daylight to living areas and bedrooms.
- Reasonable shading to habitable room windows.
- 6 Star gas instantaneous hot water systems, or minimum 80% efficiency storage system to all dwellings.
- Communal rooftop garden with herb gardens and facilities for residents.
- 10 secure bicycle parking spaces on ground floor near lift core.
- Energy efficient lighting.
- Water efficient fixtures and taps.

(2) Application ESD Deficiencies:
There are no outstanding deficiencies identified with this project at this time.

(3) Outstanding Information:
- Ensure that all habitable rooms have at least on operable window to facilitate cross ventilation and that the operability is clearly marked in an updated set of architectural drawings.

(4) ESD Improvement Opportunities
- Consider a solar PV array to contribute to common area electricity consumption.
- Consider larger tank for more toilet connections and using rainwater for irrigation as well as for toilet flushing.
- Consider electric vehicle charging infrastructure.
- Consider low VOC internal finishes, sealants and paints, carpets and flooring, wall and ceiling coverings. Low or zero formaldehyde content in engineered timber products.

Attachment 9 - ESD Advisor response to original plans

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council



- Consider that all timber to be certified by FSC as sustainable.
- Consider recycled concrete component and low embodied energy steel.
- Consider recycled materials in building components such as insulation.
- Recommend providing a composting system for dwellings.

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 9 - ESD Advisor response to original plans

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	Excellent cross ventilation to all dwellings, providing that every habitable room has an operable window.	Ensure that all habitable rooms have at least on operable window to facilitate cross ventilation and that the operability is clearly marked in an updated set of architectural drawings.	3
Daylight & Solar Access	Good access to daylight to living areas and bedrooms	-	1
External Views	External views from all dwellings.	-	1
Hazardous Materials and VOC	No information has been submitted.	Consider low VOC internal finishes, sealants and paints, carpets and flooring, wall and ceiling coverings. Low or zero formaldehyde content in engineered timber products.	4
Thermal Comfort	Good thermal comfort is determined through a combination of good access to ventilation, balanced passive heat gains and high levels of insulation. The application proposes: - Good access to natural ventilation - Reasonable shading to protect from solar gain - Good thermal efficiency standards.	Please refer to section on, *NCC Energy Efficiency Requirements Exceeded* and *Effective Shading*	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 9 - ESD Advisor response to original plans

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	Minimum 6.5 Star average NatHERS Star rating for dwellings.	-	1
Hot Water System	6 Star gas instantaneous hot water systems, or minimum 80% efficiency storage system to all dwellings.	Consider gas boosted solar hot water.	4
Peak Energy Demand	Peak demand reduced through various initiatives.	-	1
Effective Shading	Only small areas of glazing exposed to west and east facing summer sun angles. Balcony overhangs and façade articulation to the western bedroom windows.	Bedrooms will be shaded by neighbouring building as well as façade articulation. Dwellings cooling loads do not exceed the 30MJ/m^2 BADS standard.	1
Efficient HVAC system	Energy efficient reverse cycle heating/cooling systems within one star of the most efficient available.	-	1
Efficient Lighting	Energy efficient lighting, and external lighting to have motion sensor controls.	-	1
Electricity Generation	No information has been submitted.	Consider a solar PV array to contribute to onsite 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

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 9 - ESD Advisor response to original plans

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	Water efficient taps and fittings throughout, including: - 4 Star toilets - 5 Star tapware - 3 Star showers <7.5 litres/min - 5 Star dishwashers	-	1
Water for Toilet Flushing	A 3,000 litre rainwater tank connected to toilets on level 1 and 2 for flushing.	Consider larger tank and connecting more toilets for flushing	4
Water Meter	Water metering for individual dwellings.	-	1
Landscape Irrigation	Native vegetation to 'majority' or landscaping to minimise the demand for watering.	Consider larger tank and using rainwater for irrigation as well as for toilet flushing.	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

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 9 - ESD Advisor response to original plans

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 114% STORM score has been submitted that demonstrates best practice and relies on ~110m^2 of roof connected to 3,000 litres in rainwater storage for flushing of all toilets on levels 1 and 2, and an additional 62m^2 of roof terrace connected to 1.8m^2 of raingarden on the ground floor for filtering.	-	1
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	The 3,000 litres of rainwater tanks detailed above will partially act 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 9 - ESD Advisor response to original plans

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 has been provided.	Consider recycled materials in building components such as insulation.	4
Embodied Energy of Concrete and Steel	No information has been provided.	Consider recycled concrete component and low embodied energy steel.	1
Sustainable Timber	No information has been provided.	Consider that all timber to be certified by FSC as sustainable.	4
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	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

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 9 - ESD Advisor response to original plans

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	Car parking in car stackers.	-	1
Bike Parking Spaces	10 secure bicycle parking spaces on ground floor near lift core.	-	1
End of Trip Facilities	-	-	NA
Car Share Facilities	No information has been provided.	-	1
Electric vehicle charging	No information has been provided.	Consider electric vehicle charging infrastructure.	4

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 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 9 - ESD Advisor response to original plans

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 CWMP with a minimum 80% recycling/reuse target for construction and demolition waste.	-	1
Operational Waste Management	Space for general waste and recycling bins.	Recommend providing a composting system for dwellings	4
Storage Spaces for Recycling and Green Waste	Area for bins can be identified on the plans.	-	1
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 7. Waste Management
Construction and Waste Management www.sustainability.vic.gov.au
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 9 - ESD Advisor response to original plans

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 on terrace and ground floor will marginally improve the ecological value of the site.	-	1
Heat Island Effect	No specific information has been submitted.	-	1
Communal Spaces	Communal rooftop garden with herb gardens and facilities for residents.	-	-

*** 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 9 - ESD Advisor response to original plans

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 9 - ESD Advisor response to original plans

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	Comprehensive commissioning and tuning of all major appliances and building services.	-	1
Building Users Guide	A Building Users Guide explaining optimal usage of building services and sustainability features within the development including rainwater tanks, energy systems, etc.	-	1
Contractor has Valid ISO14001 Accreditation	ISO14001 accreditation will be positively weighted during construction contractor selection process.	-	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

Attachment 9 - ESD Advisor response to original plans

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.