



YARRA CITY COUNCIL

Internal Development Approvals Committee

Agenda

**to be held on Wednesday 12 September 2018 at
6.30pm in Meeting Rooms 1 & 2
at the Richmond Town Hall**

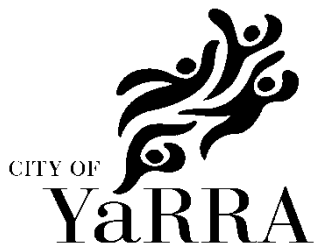
Rostered Councillor membership

Councillor Stephen Jolly
Councillor James Searle
Councillor Mike McEvoy

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

Printed on 100% recycled paper

***"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	PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Part demolition of the existing building for the construction of a mixed-use building and a reduction in the statutory car parking requirement.	5	44
1.2	PLN17/1113 - 81-89 Queens Parade Fitzroy North - Construction of an eight (8) storey building (plus basement levels), use part of land for a residential hotel (serviced apartments), alteration of access to Road Zone (Category 1), reduction in the car parking requirements associated with a residential hotel (serviced apartments), supermarket and offices (permit not required for supermarket or office uses).	136	167

1.1 PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Part demolition of the existing building for the construction of a mixed-use building and a reduction in the statutory car parking requirement.

Executive Summary

Purpose

1. This report provides Council with an assessment of Planning Permit Application PLN17/0941 which affects the land at 390-394 Brunswick Street, Fitzroy and recommends approval, subject to conditions.

Key Planning Considerations

2. Key planning considerations include:
 - (a) Built form and heritage (Clauses 15.01, 15.03, 21.05 and 22.02);
 - (b) Off-site amenity impacts (Clauses 15.01 and 22.05);
 - (c) Internal amenity (Clause 58);
 - (d) Car parking (Clauses 18.02, 21.06 and 52.06).

Key Issues

3. The key issues for Council in considering the proposal relate to:
 - (a) Strategic context;
 - (b) Built form, design and heritage;
 - (c) Clause 58 – apartment developments;
 - (d) Off-site amenity impacts;
 - (e) Car parking; and
 - (f) Objector concerns.

Objector Concerns

4. A total of 18 objections were received to the application. Issues raised in these objections can be summarised as follows:
 - (a) Height/massing of proposed development;
 - (b) Heritage issues and lack of integration with neighbourhood character;
 - (c) Potential off-site amenity impacts (loss of views and natural daylight, overlooking, noise etc.)
 - (d) Potential 'agent of change' issues with noise from entertainment venues (internal amenity and impacts on existing venues)
 - (e) Noise/impacts from car stackers and garage location;
 - (f) Reduction in property values (non-planning issue);
 - (g) Loss of original nursery on the site
 - (h) Waste management issues; and
 - (i) Reduction in car parking.

Conclusion

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

1.1 PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Part demolition of the existing building for the construction of a mixed-use building and a reduction in the statutory car parking requirement.

Trim Record Number: D18/93601

Responsible Officer: Senior Coordinator Statutory Planning

Proposal: Part demolition of the existing building for the construction of a mixed-use building and a reduction in the statutory car parking requirement.

Existing use: Nursery

Applicant: Simson Property Development Pty Ltd

Zoning / Overlays: Commercial 1 Zone
Heritage Overlay (HO311 – Brunswick Street Precinct)
Environmental Audit Overlay
Special Building Overlay

Ward: Nicholls

Date of Application: 2/11/2017

Application Number: PLN17/0941

Planning History

5. Planning Permit No. 1874 was issued by the City of Fitzroy on 28 April 1992 *to erect a wind sculpture.*

Amendment VC148

6. Planning Scheme Amendment VC148 made changes to the Victorian Planning Provisions (VPP) and all Planning Schemes arising from the Victorian Government's Smart Planning Program. Amendment VC148 was gazetted on 31 July 2018 and now forms part of the Yarra Planning Scheme. The assessment of this application is therefore against the provisions of the Scheme after the introduction of VC148.

Background

7. The application was submitted in November 2017, and following the submission of additional information, was advertised in March 2018. A total of 18 objections were received.
8. A planning consultation meeting was held on 15 May 2018 and attended by the applicant, objectors and planning officers. Following this meeting, amended 'sketch' plans were submitted by the applicant on 19 June 2018. The modifications included in these plans are as follows;
 - (a) Minor alterations to the design of the corner entrance (addition of garden bed and modifications to layout of services along the northern boundary);
 - (b) Increased setback of third & fourth-floors from eastern boundary from 5.35m to 5.5m;
 - (c) The first-floor wall increased in height from 6.35m to 6.47m on the southern and eastern elevations;
 - (d) The second-floor wall increased in height from 9.55m to 9.67m on the southern and eastern elevations;
 - (e) Overall reduction in building height from 18.1m to 17.9m (not including roof-top plant platform);
 - (f) Amended finished floor levels;

- (g) Additional notations and information on details requested by Engineering and Heritage referral comments, including alterations to paint colours, detailed overlooking diagrams and shadow plans.

9. The objectors have been notified of these sketch plans (along with all changes incorporated into the design) with the invitations to this meeting. The sketch plans are attached to this report and will be referenced throughout this assessment.

Existing Conditions

Subject Site

10. The subject site is located on the south-east corner of Brunswick Street and Leicester Street, Fitzroy. The site comprises two allotments (No. 390 Brunswick Street and No. 392-394 Brunswick Street) with a combined frontage to Brunswick Street of 14.9m. The site's northern boundary extends along Leicester Street for a length of 36.8m, with an overall area of approximately 547sqm.
11. No. 390 Brunswick Street is occupied by a double-storey, Victorian-era building, with a modified shop-front window at ground level located beneath a bull-nose verandah. The first-floor façade is largely intact. The building extends along both side boundaries at ground level, with the first-floor partly set back 1.1m from the southern boundary. A single-storey covered greenhouse is attached to the rear wall of the building, with a 3m high fence set back within the site, 2.4m from the rear boundary. An informal single car-parking space is located within this setback area, which connects directly with the adjacent right-of-way (ROW) to the east.



View of subject site from Brunswick Street

12. No. 392 – 394 Brunswick Street, directly on the corner, does not contain any buildings. This section of the site provides the external nursery area, with the only structures within the land being a pergola, fencing, latticework and seating. The fencing around the north-east corner of the land is set back from both respective boundaries, providing a single car parking space directly accessible from the adjacent ROW to the east.

Surrounding Land

13. The site is located within the Brunswick Street Major Activity Centre (MAC) and is well serviced by retail facilities, public transport options and public open space, including;
 - (a) Immediate access to the shopping and entertainment facilities of the Brunswick Street MAC.
 - (b) Access to Brunswick Street, Smith Street and Nicholson Street tram services; directly in front of the subject site is Tram Stop 17 on Routes 11 (West Preston - Docklands) and 112 (West Preston – St. Kilda). Tram Route 96 (East Brunswick) is located along Nicholson Street, approximately 350m to the west, with Tram Route 86 (Bundoora) located along Smith Street, 460m to the east.
 - (c) A large number of buses operate along Johnston Street (310m to the south) and Alexandra Parade (200m to the north).
 - (d) Fitzroy Swimming Pool, 170m to the north-east and Carlton Gardens, 300m to the west.
 - (e) Convenient access to the Melbourne CBD.
14. Built form surrounding the land is predominantly double-storey in scale (along Brunswick Street), with a range of heights (single to triple-storey) visible within land to the east.



Aerial image of subject site outlined in red

15. The immediate interfaces and zoning of the surrounding land are outlined below;

North

16. Land to the north is located within the Commercial 1 Zone, with Leicester Street extending along the site's northern boundary. Leicester Street is a one-way street (running east to west) extending between Nicholson Street in the west to Smith Street in the east. It has a carriageway of 7.35m, with parallel parking on both sides of the road.
17. On the opposite side of Leicester Street is a single-storey commercial building addressing Brunswick Street. The direct interface with the subject site is a single-storey boundary parapet wall with an entry at its eastern end. Further to the east are single and double-storey commercial buildings.



Zone map with subject site outlined in red

18. Land to the north-east of the site is zoned Neighbourhood Residential and contains a row of single-storey dwellings (one with a highly visible first-floor addition). To the east of these dwellings is a triple-storey residential building.

South

19. Land to the south is located within the Commercial 1 Zone. The two adjoining buildings are double-storey and have been modified at both levels. These properties are currently occupied by a licensed restaurant/bar (soon to be re-opened as Saint Charlie), operating until 3am Monday to Saturday (1am Sunday) with a maximum of 290 patrons. An external courtyard is located at the rear of this site, with Planning Permit No. 000300 restricting the use of this courtyard until 10pm each night. The planning permit also restricts the number of patrons on-site to 70 after 1am.
20. Further to the south are double-storey retail premises addressing Brunswick Street.

East

21. To the rear of the site is a bluestone laneway, with land zoned Mixed Use further to the east. The laneway is approximately 3.5m wide and provides vehicle access to properties along both sides of the ROW.

22. Located opposite the subject site on the eastern side of the ROW is No. 100 Leicester Street. The direct interface with the subject site is the western wall of the dwelling, which features a fully obscured glass window in the original extent of the building, and small highlight windows at each level of the double-storey addition at the rear. Secluded private open space (SPOS) is to the south of the dwelling, and to the south-east of the subject site (with no direct interface with the subject site).
23. To the south of this site (and south-east of the subject site) is a four-storey modern apartment development (No. 103 Rose Street). This development is substantial in scale, and extends along the rear laneway, with access from Rose Street to the south.
24. Further to the east, at No. 110 Leicester Street, a planning permit for a 5-storey residential building was issued by VCAT in 2012 (PLN12/0035). Whilst this permit was not acted upon, a subsequent permit for a four-storey building with roof terraces (PLN15/0121) was issued for this site by Council on 28 November 2015, for the construction of a four-storey building with roof terraces. Construction on the site has begun.

West

25. Brunswick Street extends along the western side of the site, with double-storey buildings along the western streetscape. The building directly opposite the site contains a shop at ground level, with a bar at first-floor (Glamorama Bar). This venue operates until 5am on weekends, with live DJs playing at this time. A small section of the venue, towards the front of the site, is unroofed.

The Proposal

26. The proposal seeks part demolition and development of the land for the construction of a five-storey mixed-use building, and a reduction in the statutory car parking requirement. In summary, the following is proposed;

Use

Ground level;

- (a) Retail (Plant Nursery/Landscape Garden Supplies) – internal and external areas with combined floor area of 173.3sqm.
- (b) Food and drink premises (Café) – floor area of 65.3sqm;

First-floor;

- (c) Offices – floor area of 181sqm;

First to fourth floors;

- (d) Seven (7) dwellings. The proposal includes five (5) x 2 bedroom dwellings and two (2) x 3 bedroom dwellings.

Development

Demolition (No. 390 Brunswick Street)

- (e) Demolition of the majority of the building, with the boundary walls maintained for a depth of 13.4m on the southern boundary and 3m on the northern boundary;
- (f) First-floor shopfront windows to be removed and replaced to match existing;
- (g) Demolish rear structures and fencing;
- (h) Existing timber framed bullnose verandah to be retained and repainted. Metal decking on verandah to be replaced.
- (i) Small section of roofing above the first-floor (at the rear) to be demolished.

No. 392 Brunswick Street

- (j) Full demolition of all elements within this site, including sheds, fencing, gates, pergola;
- (k) Existing crossover on Leicester Street to be widened to the west, to increase ROW crossing.

Buildings and works

- (l) Construction of a five-storey building, with a two/three storey streetwall constructed directly to the Brunswick Street boundary (to a maximum height of 10m) and a two-storey tower above (maximum height of 18.1m, not including the plant platform (1.5m higher);
- (m) The podium element will be constructed to all four-boundaries, with the exception of a large lightcourt addressing Leicester Street (set back 7.5m from the northern boundary) and a garage set back 2.6m from the laneway at ground level;
- (n) The tower element will extend along the southern boundary for a length of 19.5m, with a 10.8m setback from the front boundary. A deck will be located in this setback at level 3 (setback 6m from front boundary);
- (o) The tower will be set back 3m from the northern boundary and 5.35m from the eastern boundary;

General

- (p) Proposed at ground level is a Nursery/Landscape Garden Supplies, with a floor area of 173.3sqm and a Café with a floor area of 65.3sqm;
- (q) This level will also contain shared facilities, bin storage, bicycle storage and the garage;
- (r) The garage will contain 9 car spaces for residents within a mechanical car stacker;
- (s) 16 bicycle spaces will be provided (16 spaces are shown on the plans, with the associated reports indicating that 11 spaces are provided. As there is floor space to accommodate 16 bicycles, a condition will ensure that any relevant reports must be amended to reflect this);
- (t) Three office tenancies will be located within the front section at first-floor (total floor area of 181sqm, with two, 2 bedroom dwellings at the rear;
- (u) Three 2 bedroom dwellings and a shared storage area (with individual storage units) will be located at second-floor, with floors three and four containing two, split level, 3 bedroom dwellings;
- (v) The dwellings will range in floor area from 80.3sqm to 194.9sqm;
- (w) Balconies will be provided for each dwelling, ranging in area from 8.8sqm to 35.4sqm.

ESD Measures

- (x) Two solar arrays on roof (6kW);
- (y) A 7,000L rainwater tank connected to ground and first-floor toilets (STORM score of 105%);
- (z) Sunshades for north and west-facing windows;
- (aa) Natural daylight and ventilation for all dwellings.

Materials

- (bb) The materials and colours schedule comprises a combination of precast concrete, masonry block and brick, glass and zincalume and a neutral colour palette which aside from the use of red brick mainly comprises off-whites, grey and charcoal. A textured precast concrete wall is proposed on the southern boundary above level 2.

Planning Scheme Provisions

Zoning

Clause 34.01 – Commercial 1 Zone

- 27. Pursuant to Clause 34.01-1 of the Yarra Planning Scheme (the Scheme) a planning permit is not required for the following uses on the land;
 - (a) Accommodation (dwellings); as the proposed frontage at ground level does not exceed 2m in width;
 - (b) Office;
 - (c) Retail premises (Plant Nursery & Food and Drinks Premises);

28. Pursuant to Clause 34.01-4 of the Scheme, a planning permit is required to construct a building and construct or carry out works.
29. The decision guidelines at Clause 34.01-8 specify that for an apartment development, the objectives, standards and decision guidelines of Clause 58 apply.

Overlays

Clause 43.01 – Heritage Overlay (HO311 – Brunswick Street Precinct)

30. Pursuant to Clause 43.01-1 of the Scheme, a planning permit is required to demolish a building and construct a building or construct or carry out works. External paint controls apply to the Brunswick Street Heritage Precinct.

City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time)

31. The building on the subject site is located within the Brunswick Street Heritage Precinct (Schedule 311) and identified as 'contributory' to this precinct as outlined in the incorporated document.

Clause 44.05 - Special Building Overlay

32. A very small portion of the site (north-east and north-west corners) is located within the Special Building Overlay.
33. Pursuant to Clause 44.05-1 of the Scheme, a planning permit is required to construct a building or to construct or carry out works in this overlay.
34. Pursuant to Clause 44.05-5 an application must be referred to the relevant floodplain management authority under Section 55 of the Act unless in the opinion of the responsible authority, the proposal satisfies requirements or conditions previously agreed to in writing between the responsible authority and the floodplain management authority.

Clause 45.03 – Environmental Audit Overlay

35. Pursuant to Clause 45.03-1 of the Scheme, *before a sensitive use (residential use, child care centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:*
 - (a) *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or*
 - (b) *An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.*
36. A note will be added to any permit issued reminding the permit applicant of these obligations.

Particular Provisions

Clause 52.06 - Car Parking

37. Pursuant to Clause 52.06-2, the car parking spaces required under Clause 52.06-5 must be provided on the land. Clause 52.06-3 requires a planning permit to reduce the number of car parking spaces required under this clause.
38. It is noted that the introduction of VC148 amended Clause 52.06 so that the car parking rates of Column B applies if any part of the land is identified as being within the Principal Public Transport Network Area. The subject site is within this area and therefore the Column B car parking rates apply to this planning permit application.

39. The Clause 52.06-5 requirements, the proposal provision and the subsequent shortfall are shown below:

Use	Bedrooms/ Floor Area	Rate	No. required	No. proposed	Reduction sought
Dwelling	5 x 2 bedroom apartment	1 space per 2 bedroom dwelling	5	9	0
	2 x three- bedrooms or more apartment	2 spaces per 3 bedroom or more dwelling	4		
	Visitors	0 to every 5 dwellings	0	0	0
Office	181sqm	3 spaces per 100sqm of net floor area	5	0	5
Landscape Garden Supplies (Nursery)	173.3sqm	10% of the site area (17sqm)	1	0	1
Food and drink premises (café)	65.3sqm	3.5 spaces to each 100sqm of leasable floor area	2	0	2
Totals			17	9	8

40. In this instance a planning permit is required to reduce the statutory requirement by 8 spaces.

Clause 52.34 – Bicycle Facilities

41. Pursuant to Clause 52.34-1, a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land.
42. The Clause 52.34-5 requirements are shown below:

Use	Number/ Floor Area	Rate	No. required
Dwelling	7	Residential – 1 to each 5 dwellings	2
		Visitor – 1 to each 10 dwellings	0
Office	181sqm	Employee and visitor - 1 to each 300sqm of net floor area if the net floor area exceeds 1000sqm	0
Retail (Nursery and café)	238.6sqm	Employee and shopper - 1 to each 300sqm of leasable floor area and 1 to each 500sqm of leasable floor area respectively	1
Totals			3

43. With 16 bicycle parking spaces proposed, the statutory rate is exceeded. Table 3 to Clause 52.34-5 specifies that 1 change room/shower must be provided.

Clause 53.06 – Live music and entertainment noise

44. The purpose of this clause is;
- (a) *To recognise that live music is an important part of the State's culture and economy.*
 - (b) *To protect live music entertainment venues from the encroachment of noise sensitive residential uses.*
 - (c) *To ensure that noise sensitive residential uses are satisfactorily protected from unreasonable levels of live music and entertainment noise.*
 - (d) *To ensure that the primary responsibility for noise attenuation rests with the agent of change.*
45. This clause applies to an application required under any zone of this scheme to use land for, or to construct a building or construct or carry out works associated with;
- (a) *a noise sensitive residential use that is within 50 metres of a live music entertainment venue.*

Clause 58 - Apartment developments

46. This clause applies as the development is for the construction of an apartment development. A development should meet all the standards and must meet all the objectives.

General Provisions

Clause 65 – Decision Guidelines

47. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. This clause notes *'because a permit can be granted does not imply that a permit should or will be granted. The responsible authority must decide whether the proposal will produce acceptable outcomes in terms of the decision guidelines of this clause'*.

Clause 65.01 – Approval of an application or plan

48. *Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:*
- (a) *The matters set out in section 60 of the Act.*
 - (b) *The Municipal Planning Strategy and the Planning Policy Framework.*
 - (c) *The purpose of the zone, overlay or other provision.*
 - (d) *The orderly planning of the area.*
 - (e) *The effect on the amenity of the area.*
 - (f) *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

Planning Policy Framework (PPF)

Clause 11.03-1S Activity Centres

49. The relevant objectives of this clause include:
- (a) *To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.*

Clause 13.04-1S Contaminated and potentially contaminated land

50. The relevant 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 13.05-1S Noise abatement

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

Clause 13.07 Amenity
Clause 13.07-1S Land use compatibility

52. The objective of this clause is:
(a) *To safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.*

Clause 15.01-1S Urban design

53. The relevant objective of this clause is:
(a) *To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.*

Clause 15.01-2S Building design

54. The relevant objective of this clause is:
(a) *To achieve building design outcomes that contribute positively to the local context and enhance the public realm.*

Clause 15.01-5S Neighbourhood character

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

Clause 15.02 Sustainable Development

56. The objective of this clause is:
(a) *To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.*

Clause 15.03 Heritage

57. The objective of this clause is:
(a) *To ensure the conservation of places of heritage significance.*

Clause 16.01 Residential Development

58. The relevant objectives and strategies of this clause are:
(a) *To promote a housing market that meets community needs.*
(b) *Ensure housing developments are integrated with infrastructure and services, whether they are located in existing suburbs, growth areas or regional towns.*

Clause 16.01-2S Location of residential development

59. The objective of this clause is:
(a) *To locate new housing in designated locations that offer good access to jobs, services and transport.*

Clause 17.02 Commercial

60. The relevant objective of this clause is:
(a) *To encourage development that meets the communities' needs for retail, entertainment, office and other commercial services.*

Clause 18.01 Integrated Transport

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

Clause 18.02 Movement Networks

62. The relevant objectives of this clause are:
- (a) *To promote the use of sustainable personal transport.*
 - (b) *Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, transport, shopping and community facilities and other major attractions when issuing planning approvals.*
 - (c) *Ensure provision of bicycle end-of-trip facilities in commercial buildings.*

Clause 18.02-2S Public Transport

63. 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.*

Clause 18.02-2R Principal Public Transport Network

64. The objective of this clause is:
- (a) *Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.*

Local Planning Policy Framework (LPPF)

Clause 21.04-1 Accommodation and Housing

65. The objectives of this clause are:
- (a) *To accommodate forecast increases in population.*
 - (b) *Support residual population increases in established neighbourhoods.*
 - (c) *To reduce potential amenity conflicts between residential and other uses.*
 - (d) *To reduce potential amenity conflicts between residential and other uses.*
 - (e) *Ensure new residential development in the Mixed Use, Business 1, Business 2, and Business 5 Zones and near Industrial and Business Zones is designed to minimise the potential negative amenity impacts of existing non-residential uses in the vicinity.*
 - (f) *Apply the Interface Uses policy at clause 22.05.*

Clause 21.04-2 Activity Centres

66. The relevant objectives of this clause are:
- (a) *To maintain the long term viability of activity centres.*
 - (b) *Permit residential development that does not compromise the business function of activity centres.*

Clause 21.04-3 Industry, Office and Commercial

67. The objective of this clause is:
- (a) *To increase the number and diversity of local employment opportunities.*

Clause 21.05 Built Form

68. The relevant objectives of this clause are:

- (a) *To protect and enhance Yarra's heritage places.*
- (b) *To reinforce the existing urban framework of Yarra.*
- (c) *To retain Yarra's identity as a low-rise urban form with pockets of higher development.*
- (d) *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.*
- (e) *To ensure that new development contributes positively to Yarra's urban fabric.*
- (f) *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.*
- (g) *Support new development that contributes to the consolidation and viability of existing activity centres.*

Clause 21.06 Transport

69. The objectives of this clause are:
- (a) *Use rear laneway access to reduce vehicle crossovers.*
 - (b) *To facilitate public transport usage.*
 - (c) *Require new development that generates high numbers of trips to be easily accessible by public transport.*
 - (d) *To reduce the reliance on the private motor car.*

Clause 21.07 Environmental Sustainability

70. The relevant objectives of this clause are:
- (a) *To promote environmentally sustainable development.*

Clause 21.08 Neighbourhoods

71. Clause 21.08-7 of the Scheme describes the Fitzroy neighbourhood as *'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. The role of the Brunswick Street centre can be characterised as hospitality, entertainment, clothing and footwear, art galleries and studios, and non-government community services, all with a metropolitan focus'*.
72. The Figure 18 - Built Form Character Map: Fitzroy shows the subject site located within the heritage overlay. The guiding urban design principle is to *'ensure that development does not adversely affect the significance of the heritage place'*.

Relevant Local Policies

Clause 22.02 Development Guidelines for Sites Subject to the Heritage Overlay

73. This policy applies to all new development included in a heritage overlay. The relevant objectives of this clause includes to conserve Yarra's natural and cultural heritage, to conserve the historic fabric and maintain the integrity of places of cultural heritage significance, to retain significant view lines to, and vistas of, heritage places and to preserve the scale and pattern of streetscapes in heritage places.

Clause 22.05 Interface Uses Policy

74. This policy applies to applications for use or development within Commercial 1 Zones (amongst others). The objectives 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 and to ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.

Clause 22.07 Development Abutting Laneways

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

Clause 22.12 Public Open Space Contribution

76. This policy applies to all residential proposals, mixed use proposals incorporating residential uses and proposals incorporating residential subdivision. The subject site is in an area where land in lieu of cash is the preferred method of public open space contribution (area 3065A). However considering the size of the site, it is not practical to provide the preferred area of land and therefore cash will be provided.

Clause 22.16 Stormwater Management (Water Sensitive Urban Design)

77. This policy applies to applications for new buildings and aims to achieve the best practice water quality performance objectives and to promote the use of water sensitive urban design, including stormwater re-use.

Clause 22.17 Environmentally Sustainable Development

78. This policy applies throughout the City of Yarra to residential and non-residential development that requires a planning permit. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Documents

Urban Design Guidelines for Victoria (DELWP, 2017)

79. These guidelines are policy guidelines within the State Planning Policy Framework of the Victoria Planning Provisions. The guidelines must be considered when assessing the design and built form of new development where relevant. The guidelines use best practice knowledge and advice underpinned by sound evidence.

Apartment Design Guidelines for Victoria (DELWP, 2017)

80. These guidelines are policy guidelines within the State Planning Policy Framework of the Victoria Planning Provisions. The guidelines must be considered when assessing the design and built form of new apartment developments, where relevant. The guidelines use best practice knowledge and advice underpinned by sound evidence.

Advertising

81. The application was advertised in accordance with Section 52 of the *Planning and Environment Act 1987* [the Act] by way of 152 letters sent to the surrounding property owners/occupiers and by two signs displayed on site, one facing Brunswick Street and the second addressing Leicester Street.
82. A total of 18 objections were received to the application. Issues/concerns raised can be summarised as follows:
- (a) Height/massing of proposed development;
 - (b) Heritage issues and lack of integration with neighbourhood character;
 - (c) Potential off-site amenity impacts (loss of views and natural daylight, overlooking, noise etc.)
 - (d) Potential 'agent of change' issues with noise from entertainment venues (internal amenity and impacts on existing venues)
 - (e) Noise/impacts from car stackers and garage location;
 - (f) Reduction in property values (non-planning issue);
 - (g) Loss of original nursery on the site
 - (h) Waste management issues; and
 - (i) Reduction in car parking.
83. A planning consultation meeting was held on 15 May 2018 and attended by the applicant, objectors and planning officers. Following this meeting, amended 'sketch' plans were submitted by the applicant on 19 June 2018. The modifications included in these plans are as follows;
- (a) Minor alterations to the design of the corner entrance (addition of garden bed and modifications to layout of services along the northern boundary);
 - (b) Increased setback of third & fourth-floors from eastern boundary from 5.35m to 5.5m;
 - (c) The first-floor wall increased in height from 6.35m to 6.47m;
 - (d) The second-floor wall increased in height from 9.55m to 9.67m;
 - (e) Overall reduction in building height from 18.1m to 17.9m (not including roof-top plant platform);
 - (f) Amended finished floor levels;
 - (g) Additional notations and information on details requested by Engineering and Heritage referral comments, including alterations to paint colours, detailed overlooking diagrams and shadow plans.
84. All objectors were notified of the changes outlined in these sketch plans within the invitation to the IDAC meeting, with the plans attached to this report. They will be referenced throughout this assessment.

Referrals

85. The application was referred to the following internal departments and external authorities and their recommendations are contained below:

Referral Authorities

Melbourne Water

86. The following response was received from Melbourne Water;
- (a) *This site is not affected by any flooding from any Melbourne Water asset. It is more than likely that any flooding is from the Council system.*

Internal Referrals

87. The application has been referred to the following units within council:
- (a) Urban Design;
 - (b) Heritage;
 - (c) ESD advisor;

- (d) Engineering Services Unit;
- (e) City Works;
- (f) Acoustic (External).

88. All comments have been included as attachments to this report.

OFFICER ASSESSMENT

89. The considerations for this application are as follows:

- (a) Strategic context;
- (b) Built form, design and heritage;
- (c) Clause 58 – apartment developments;
- (d) Off-site amenity impacts;
- (e) Car parking;
- (f) Objector concerns.

Strategic justification

- 90. The proposal is consistent with the various development objectives outlined in State and Local Planning Policy Frameworks, by providing an acceptable level of compliance with the relevant policies within the Scheme and is considered to provide a positive strategic opportunity for development within a well-resourced inner-urban environment.
- 91. The provision of a mixed-use development including shops at ground level and offices/residential uses above is consistent with the general strategies contained within the Scheme. These strategies encourage urban consolidation and employment generating uses in such locations, where full advantage can be taken of existing settlement patterns and transport, communication, water, sewerage and social facilities that already exist.
- 92. The subject land is located within the Brunswick Street MAC. The proposal meets the objectives and strategies of the LPPF by incorporating a range of uses including increased housing and active spaces on the ground floor to create and reinforce an active street environment. The proximity of the site to a variety of public transport options and provision of bicycle facilities on the site encourages less reliance on cars as a means of travel.
- 93. The C1Z which applies to the site is readily acknowledged as a zone capable of accommodating a greater density and higher built form, subject to individual site constraints. It is noted that policy support for more intensive residential development needs to be balanced with built form and heritage guidance at Clauses 15.03, 21.05-1 and 21.05-2 of the Scheme. These policies call for development that responds to the surrounding context with regard to urban character and cultural heritage. More specifically, Council's local policy at Clause 22.02 seeks to maintain and conserve the significant historic character of the area.
- 94. As will be discussed in detail within this report, it is considered that the proposal sufficiently achieves State and local policy guidance in relation to high quality developments and protection of heritage values. It is on this basis that the submitted proposal should be supported.

Built form, design and heritage

- 95. In considering the design and built form of the proposed development, the most relevant aspects of the Scheme are provided at Clause 15 (Built Environment and Heritage), Clause 21.05 (Built Form) and Clause 22.07 (Development Abutting Laneways).

As supplementary guidance, the Department of Environment, Land, Water and Planning's *Urban Design Guidelines for Victoria* (UDGV) and *Apartment Design Guidelines for Victoria* (ADGV) are also of relevance.

96. 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.

Context

97. The existing character of the surrounding area is somewhat varied, with the majority of built form along Brunswick Street single to triple-storey in height, with high site coverage and commercial typologies. Higher elements of built form have emerged in the residential neighbourhood to the east of the site; with a four-storey building approved 30m to the east along Leicester Street and a four-storey building constructed to the south-east, addressing Rose Street.
98. Considering the strategic direction of the C1Z to encourage higher density developments, the expectation for intensive development of the subject site and surrounding land within the Brunswick Street MAC is anticipated.
99. Whilst it is acknowledged that this application would be one of the highest developments in the immediate area, it is clear that the wider Fitzroy neighbourhood is undergoing change, with strong state policy support for increased density in this neighbourhood.
100. Within the decision *Daniel Stevens (Zero Nine Pty Ltd) v Yarra CC* [2011] VCAT 467 (this decision relates to No. 105-107 Johnston Street Collingwood), the following comments were made in relation to developments in commercial areas (previously called business zones):

[16] However it needs to be said that (for the reasons set out above) there is very strong strategic policy support for this Business 1 zoned land to be developed more intensively over the longer term.

[17] In this situation where not just the subject land but the other nearby properties are going through a transition period where considerably more intensive built form can be expected in the future, I accept that it would be an inappropriate and overly timid planning outcome to temper the new built form on the subject land by reference to the more low key current situation at the rear of the other nearby properties.

101. Based on this context, the addition of this higher built form is considered to be an acceptable outcome.

Height, Scale and Massing

102. With no specific built form guidance or height limits associated with the land, it is important for the assessment of building height to balance the range of influencing factors affecting this area, including policy provisions, existing height characteristics of nearby built form and preferred future character development.
103. The site is located within the C1Z and a MAC. As previously noted, the zoning and location of the site clearly identifies that the land will be more intensively developed, with a purpose of the C1Z to provide for residential uses at densities complementary to the role and scale of the commercial centre. Clause 11.03-1S (Activity Centres) encourages a diversity of housing types at higher densities in and around activity centres. This outcome is supported by the Tribunal, with the following view expressed in *Ciullo & Yarra CC & Ors* [2016] VCAT 921 as follows:

[9] I find that there are various factors that combine to result in the proposed building height and design as being appropriate to its setting. These include:... its inclusion in the commercial zone where such building height is discretionary – this being a key distinguishing factor. Even though the buildings fronting Queens Parade are included in the Heritage Overlay, I consider that they maintain capacity for increased height, particularly to the rear in line with planning policies that seek to activate commercial areas and increase the potential of sites within activity centres. The built form proposed would be consistent with these expectations of emerging built form character and would provide a reasonable transition between these more substantial commercial buildings and the ‘finer grain’ character of narrow residential properties further north.

104. Strategy 17.2 at clause 21.05-2 of the Scheme states that development within activity centres should generally be no more than 5-6 levels 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 and provision of affordable housing.
105. At a height of five-stories, the recommended height of new built form within the activity centre is met. Further, the additional features that would allow the consideration of a higher building have also been achieved, with the proposal making a positive contribution to the enhancement of the public domain, as well as best practice environmental sustainability objectives in design, high architectural design excellence and upper level setbacks.
106. The height of the development is supported in Council’s Urban Design comments, which note that the *‘deep setback for upper floors from Brunswick Street makes the overall 5 storey form less dominant and respectful towards the valued heritage streetscape of the street’*. Setbacks have also been incorporated into the Leicester Street interface, with the two upper levels set back 3m from the northern boundary. The addition of the generous lightwell within the lower levels softens the built form response within this streetscape. The setbacks to the eastern boundary of levels 3 & 4 allow for a good transition in height to the residential land to the east, with the separation provided by the ROW further reducing any visual dominance that may be created by higher built form on this corner site.
107. The proposal matches the streetwall height of the existing double-storey façade on the site, with the existing buildings along Brunswick Street predominantly double-storey in height (to the street). Further Urban Design comments state; *‘the design uses vertically proportioned windows and continues the established sill and lintel datum lines on the new façade, making the Brunswick Street façade integrating positively with the heritage fabric. There is good balance between void and massing. The design of Leicester Street streetwall presents an interesting composition with use of large voids and mix of brick colours’*. Hence, the proposed streetwall heights are supported.
108. The only alteration to the building’s street interface recommended in these comments was to relocate the proposed services along Leicester Street and increase planting opportunities along the northern boundary. The amended sketch plans responded to these suggestions, by reducing the height of the services within the northern wall and increasing the extent of glazing to Leicester Street. Additional landscaping was also provided. These changes provide visual interest to the corner and are supported. If a planning permit is to issue, a condition will ensure that these amendments are incorporated into the building’s design.

Heritage

109. The primary heritage considerations for this application relate to whether compliance is achieved with Clause 43.01-4 (Heritage Overlay: Decision guidelines) and Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay) of the Scheme. The site is located within the Brunswick Street Heritage Precinct, with the building at No. 390 Brunswick Street classified as 'contributory' to this precinct.
110. Comments from Council's Heritage Advisor indicate that Nos. 384 Brunswick Street to No. 390 Brunswick Street originally formed a row of four identical buildings. Original plans (Melbourne Metropolitan Board of Works) show that these buildings shared a verandah and that No. 394 Brunswick Street may always have been a vacant site. The ground and first-floor facades of Nos. 386-388 Brunswick Street have been highly modified, as has the ground floor façade of No. 384 Brunswick Street. There are minimal consistent details remaining within any of these facades.

Demolition

111. The key consideration for assessing this aspect of the works is whether the proposed demolition will adversely affect the significance of the heritage building or the broader heritage precinct. Clause 22.02-5.1 of the Scheme generally discourages the demolition of part of a contributory building or removal of contributory elements unless:
 - (a) *that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or*
 - (b) *the removal of the part would not adversely affect the contribution of the building to the heritage place.*
112. A small section of the original roof form (at No. 390 Brunswick Street) is proposed to be removed; however this section of roof is not visible from Brunswick Street. The visibility of the rear section of this roof from Leicester Street is not considered contributory to that streetscape, as the building is setback from Leicester Street and would typically be obscured by any building constructed on the corner. The extent of roof form to be demolished is therefore acceptable.
113. The remaining demolition works within the site are also considered acceptable, with the structures at the rear of the main building not original. Further, the removal of sections of the northern wall associated with No. 390 Brunswick Street is supported on heritage grounds, as the proposed openings in the side wall will not be visible from the street once the site is developed.
114. The most visible demolition works proposed are associated with the façade of No. 390 Brunswick Street. Council's Heritage Advisor acknowledged that the existing shopfront (at ground level) does not appear to be original; however its configuration, timber frames and large panes of glass are typical of Victorian style shopfronts. Removing this shopfront for the purposes of achieving DDA compliance is considered acceptable as no original fabric will be lost, on the proviso that the proposed replacement shopfront window should similarly be of Victorian configuration and constructed of timber. The design of the proposed shopfront will be discussed later within this assessment.
115. The existing upper level façade window frames appear to be original. Based on the proposal to replace these frames with double-glazing, the removal of the original elements are not supported, as the double-glazed timber window units will be 'chunkier' than the existing window frames due to the additional weight of the extra glazing. Council's Heritage Advisor recommended that the existing window frames should be either repaired or replaced with identical single-glazed window units. The amended sketch plans specify that any replacement windows will match the existing thickness of the frames, with this change facilitated via a permit condition. On this basis, the demolition works are acceptable.

116. The proposal seeks to replace the existing verandah roof with Zincalume. Zincalume is a highly reflective material and is not generally supported on heritage buildings. The most appropriate material would be unpainted galvanised, corrugated Heritage Grade Z600 steel. This material has been amended to reflect this specification within the sketch plans, and on this basis the removal of the existing roofing is acceptable. A condition will ensure that all of these details are reflected in the final plans, should a planning permit issue.

Buildings and works

117. Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages the design of new development to:
- (a) *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
 - (b) *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
 - (c) *Be visually recessive and not dominate the heritage place.*
 - (d) *Be distinguishable from the original historic fabric.*
 - (e) *Not remove, cover, damage or change original historic fabric.*
 - (f) *Not obscure views of principle façades.*
 - (g) *Consider the architectural integrity and context of the heritage place or contributory element.*
 - (h) *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.*
 - (i) *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.*
118. The proposed development is considered to achieve these outcomes.
119. The new development will match the hard-edge built form to Brunswick Street to a height that is consistent with the double-storey façades to the south. Levels above will be set back between 3m to 10.8m from the front boundary (with decks protruding into the larger setbacks), thereby reducing visibility of the higher built form along Brunswick Street and ensuring that the higher levels will not dominate the heritage streetscape. This design response will also be reflected along Leicester Street. Whilst the appearance of the proposed new building fronting Leicester Street is of less heritage concern than the Brunswick Street façade, the proposed lightwell recess is considered to be a good design approach by breaking up the impact of the massing along this secondary streetscape. From a heritage perspective, the setbacks, scale and height of the proposed façade is acceptable.
120. The contemporary design of the new section of façade integrates well with the contributory features within the existing heritage façade on the site. The proportions of the proposed window openings, the proposed materials and the colours (subject to minor changes) will be consistent with the façade of the adjoining heritage building. The proposed external materials for the new development will be off-white masonry blockwork with white framed windows. As the majority of the nearby shopfronts are painted render finishes, the material and colouring of the proposed blockwork façade is acceptable. The simple appearance of the lightweight cladding at the upper levels is also supported.
121. External paint controls apply to the Brunswick Street heritage precinct. Clause 22.02-5.4 states that it is policy to *encourage paint colours to be consistent with the period of the heritage place*. The proposal seeks an off-white finish to the original façade of No. 390 Brunswick Street, with matching white details for the timber joinery and window frames. Council's Heritage Advice notes that the original rendered walls of the façade were likely to range from beige to salmon pink, with timber joinery painted in dark contrasting colours (deep Brunswick green or dark crimson).

The proposed “white on white” scheme is not consistent with the heritage character of the building and is contrary to the intent of the heritage controls.

122. In response, an amended colour scheme has been incorporated into the sketch plans, with the walls altered to a beige finish and the timber window frames and door joinery, both at ground and upper floor levels, finished in a dark ‘Indian red’. This outcome is acceptable and if a planning permit is to issue, a condition will be added to ensure this colour scheme is retained.
123. Based on these changes, the proposed development integrates well with the heritage character of the streetscape and respects the significance of the heritage place. Compliance with the provisions of Clause 22.02 is achieved.

The Public Realm & Pedestrian spaces

124. The introduction of a café at ground level addressing Brunswick Street and the proposed retention of the nursery within the new corner building provides an active frontage within the MAC. This outcome is consistent with the public realm, pedestrian spaces and street and public space quality policies at clauses 15.01-2 and 21.04-2 of the Scheme.
125. Further improvements to this interface were recommended within the Urban Design advice, which acknowledged the unique character that the existing nursery contributes to this section of Brunswick Street. Whilst the proposed extent of glazing within the new shopfront will provide interaction between the footpath and internal space, it was recommended that additional landscaping could be incorporated into both the Leicester Street frontage, with vertical and roof-top landscaping also suggested.
126. The current design locates the services within the Leicester Street interface at ground level; this outcome is not supported within the Urban Design comments, which state that this is ‘*not the best outcome for the corner as it does not contribute in providing interesting and positive public realm*’. The relocation of these services to the rear of the building were recommended, however this would impact upon the size and location of the proposed garage. Instead, the amended sketch plans reduced the scale of the services in the same location and increased the extent of glazing within this wall. The design of the corner entrance was also altered, to allow for further landscaping opportunities in this location.
127. Whilst these changes result in an improvement to this interface, it is considered that further landscaping could be provided, particularly in the form of vertical green walls or cascading planter boxes. This is provided to a small extent, however further provision would soften the built form along Leicester Street and create a more visually interesting outcome. The changes shown in the sketch plans, along with further landscaping opportunities as suggested, will be required via permit conditions, should one be issued. A Landscape Plan will also be required, outlining the full extent of landscaping, details on proposed plant species and how these will be maintained.

Laneway interface

128. Council’s local policy at Clause 22.07 relates to development abutting laneways. Relevantly, the policy seeks to provide an environment which has a feeling of safety for users of the laneway and to ensure that development along a laneway acknowledges its unique character. The policy specifically calls for development that respects the scale of the surrounding built form.
129. The ground floor of the development is proposed to be set back 2.6m from the laneway, allowing additional space for vehicle movements. This will increase the safety of cars and pedestrians within the ROW.

Council's Engineers have confirmed that this setback allows for suitable vehicle navigation into the proposed garage, and as will be discussed in greater detail within the traffic assessment, the additional vehicle movements generated by the proposed development are not expected to be detrimental to the operation of the laneway.

130. There is no pedestrian access proposed from the laneway, with all pedestrian entries restricted to Brunswick and Leicester Streets. This complies with policy, which encourages pedestrian entries to be separated from vehicle entries.
131. The windows addressing the laneway at the first and second-floors will allow for passive surveillance, but do not unreasonably overlook private open space or habitable rooms on the opposite side of the laneway. This detail will be discussed in further detail later within this assessment.
132. The scale of the proposed wall abutting the laneway is considered acceptable, with a degree of articulation provided via the location of the second-floor balcony, and the upper levels provided with generous setbacks from this interface. The proposed height reflects the height of existing built form addressing the laneway to the south-east, associated with the four-storey development at the laneway's southern end.
133. It is considered that the proposed height of the wall on the laneway, when combined with the setback to the upper levels, adequately acknowledges the character of the laneway and provides a suitable transition to the low-rise residential developments to the east. The development will not obstruct the laneway and access for emergency vehicles will be maintained. The provisions of this policy will be met.

Light and Shade

134. The height of the double-storey façade and the proposed setbacks of the levels above from Brunswick Street ensure that there will be no overshadowing affecting the western footpath along Brunswick Street at any time of the day. Whilst shadows will affect the eastern footpath until 12midday, this is an existing condition and is acceptable. No overshadowing will affect this footpath during the afternoon.

Energy and Resource Efficiency

135. Referral comments provided by Council's ESD Officer indicated that the development meets Council's ESD standards. The following commitments are outlined on the plans and in the Sustainable Management Plan (SMP) submitted with the application;
 - (a) 6.5 Star NatHERS thermal energy ratings;
 - (b) A BESS Score of 63% (indicating best practice is achieved);
 - (c) A STORM report with a score of 105% that relies on at least 362m² in total of roof connected to 7,000 litre rainwater tank provided for all non-residential toilet-flushing;
 - (d) Non-residential spaces to exceed NCC energy efficiency requirements by at least 10%;
 - (e) 6 kWp solar PV array to contribute to common area electricity consumption;
 - (f) Good access to daylight and natural ventilation.
 - (g) Energy efficient lighting, heating, cooling and hot water;
 - (h) Water efficient fixtures and taps;
 - (i) 16 bike parking spots (the ESD report incorrectly states that 12 bicycle spaces are available, whilst the SMP states 11), however the drawings indicate that 12 horizontal and 4 wall-hung spaces will be provided). This exceeds Council's best practice standard with regards to the residential use (1 space per dwelling). It is noted also that end-of-trip facilities have been provided at first-floor. If a planning permit is to issue, an amended SMP stating 16 spaces will be required via condition.

136. The only outstanding information highlighted in the ESD comments was a request for further detail on the proposed sun-shading to north and west-facing windows. These details have been incorporated into the sketch plans and can be required via a condition, if a permit is to issue.
137. Also requested, prior to occupation of the building, was the provision of the JV3 energy modelling report, demonstrating that the 10% energy efficiency target will be reached. Again, a condition can require this, if a permit is to issue.
138. Whilst not specifically requested by Council's ESD Officer, there are additional features which could be included in the development to further improve its energy efficiency. These include the provision of electric bicycle charging facilities and the addition of external clothes drying racks on each dwelling balcony. Further, the SMP states that 2 x 240 litre bins will be provided for organic waste, with this detail confirmed in the WMP, however this is not clearly shown on the plans. If a planning permit is issued, these features will be required via permit conditions.
139. Overall, it is considered that subject to the conditions discussed, the proposed development would achieve best practice in environmentally sustainable development in accordance with the overarching objectives under Clause 22.16 (Stormwater Management (Water Sensitive Urban Design)) and Clause 22.17 (Environmentally Sustainable Development) of the Scheme.

Site Coverage

140. The proposal will occupy 100% of the site area. Whilst this increases the existing coverage found on the site, this would be inevitable for any development proposed, given the current lack of built form within the land. The degree of built form coverage proposed is similar to that found on many sites within the Brunswick Street MAC, with intensive development a characteristic of the surrounding neighbourhood. Further, the EAO affecting the site would likely require extensive capping to occur over the land due to potentially contaminated soil. These works would cover 100% of the site and reduce permeability accordingly. This outcome is acceptable.

Architectural Quality

141. The development is considered to be of high architectural quality and integrates well with the existing streetscape. The contemporary design is appropriate, with a number of features incorporated into the scheme that reflect heritage characteristics found within adjoining buildings.
142. The proposed off-white bricks provide texture to the façade and will be consistent with the proposed paint finish for the existing façade at No. 390 Brunswick Street. Elements of red brickwork within the Leicester Street façade will reflect traditional materials found in the area, and will positively contribute to the Leicester Street interface. A good balance between the ratio of solid to void is achieved, with the provision of landscaping and reduction in scale of the services along the northern boundary (as outlined in the sketch plans) providing a good response at the lower levels.
143. White metal cladding (colourbond surfmist) is proposed for the majority of the upper levels, with this material lightweight and contrasting well with the heavy masonry of the podium below.
144. The southern wall of the tower element is proposed to be finished in textured pre-cast concrete, with no further articulation provided. Until such time that the site to the south may be developed, this wall will be highly visible within the Brunswick Street streetscape. Articulation to this wall would reduce its visual impact.

This could be achieved through the addition of horizontal and vertical joints, breaking up each level and reducing the sheer finish of this wall. If a permit is to issue, a condition will facilitate this change.

145. Overall, the proposal presents a sophisticated design that has been actively informed by the adjacent heritage building and the wider streetscape and is considered to contribute to the surrounding area based on its architectural quality and well perceived design.

Clause 58

Standard D1 – Urban context

146. 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 proposal considered to be an acceptable response within the existing and emerging character of the Brunswick Street MAC and Fitzroy neighbourhood. The Standard is met.

Standard D2 – Residential Policies

147. As outlined within the Strategic Context section of this report, the proposed development has strong policy support under the purpose of the C1Z and relevant policies of the Scheme. The site can clearly support higher density residential development, based on its proximity to public transport, community infrastructure and services, and limited off-site amenity impacts. The Standard is met.

Standard D3 – Dwelling diversity

148. The proposal will provide 5 x 2 bedroom apartments, with 2 x 3 bedroom dwellings, thereby allowing for a range of dwelling types. The Standard is met.

Standard D4 - Infrastructure

149. The proposal is located within an established area containing existing utility services and infrastructure; there is no evidence to suggest that the proposed development would unreasonably overload the capacity of these existing services. The Standard is met.

Standard D5 – Integration with the street

150. The building will address Brunswick Street and Leicester Street at all levels, with the proposed commercial uses at ground level providing an active frontage within the activity centre. The Standard is met.

Standard D6 – Energy efficiency

151. Of the seven apartments proposed, five will be provided with northerly orientations for their principal habitable rooms and areas of SPOS, thereby maximising solar access. Sunshades have been provided above all north-facing windows, with automated external roller blinds incorporated into the west-facing windows at the upper levels (this detail is noted on the sketch plans and if a permit is issued, will be required via a condition to be included on the final plans).
152. The layout of each dwelling is considered to provide good opportunities for access to daylight and natural ventilation, thereby reducing reliance on artificial heating/cooling, generally in accordance with the requirements of the Standard.

153. The Standard notes that dwellings located in a climate zone identified in Table D1 of this clause should not exceed the maximum NatHERS annual cooling load specified. In this instance, the development is in Climate Zone 21 (Melbourne) and should not exceed 30MJ/m² per annum. This detail has not been provided within the SMP, with an amended SMP required if a permit is to issue.

Standard D7 – Communal open space

154. This Standard only applies to developments which propose forty (40) or more dwellings.

Standard D8 – Solar access to communal open space

155. No communal open space is proposed as part of this development.

Standard D9 – Safety

156. The residential entrance will be slightly recessed (300mm) from the Leicester Street boundary. Providing the residential entrance from the secondary frontage is an acceptable outcome, with Leicester Street a residential street and the entrance clearly visible, without being obscured or isolated from the street. The Standard is met.

Standard D10 – Landscaping

157. Landscaping does not play a role in the character of Brunswick Street, with the subject site currently providing the only visible vegetation within the streetscape. This is based however on the current use of the land as a nursery, and is not due to any prevalent landscape character found within the commercial centre.
158. Small areas of landscaping are visible within the front setbacks of residential sites along Leicester Street, however these are relatively limited. The plans indicate that a number of garden beds will be incorporated into this interface at ground level; this vegetation will provide visual interest to the façade and soften the built form response, whilst responding to the residential land to the east.
159. An increase in the extent of landscaping has been discussed previously within this report, with this reflecting the ongoing use of the site as a nursery, and further softening the built form response of the northern wall. A condition has addressed this requirement.
160. The site is less than 750sqm; therefore no deep soil area is required. On this basis, the Standard is achieved.

Standard D11 – Access

161. This Standard seeks to ensure that the number and design of vehicle crossovers respects the urban context, whilst maximising the retention of on-street car parking spaces. In this instance, the development will be largely reliant on an existing ROW at the rear of the site, with all vehicle access limited to this interface. The proposal seeks to widen the existing crossover to this ROW to a total width of 6.2m to enhance access to the internal garage.
162. The widening of this crossover will encroach 2m into the Leicester Street frontage. With a northern boundary length of 36.8m, the crossover will constitute approximately 5% of this frontage, comfortably meeting the maximum 40% required by the Standard.
163. No on-street car parking spaces will be affected by these works, with parking currently prohibited in the area to be widened. Access for service, emergency and delivery vehicles is available. The Standard is met.

Standard D12 – Parking location

164. The location provided for car parking achieves a good design response, with all vehicle access restricted to the rear ROW. The internal garage will be set back 2.6m from the rear (eastern) boundary of the site, providing additional space for vehicle movements. The swept path diagrams for the B85 design vehicle entering and exiting the car stackers are considered satisfactory by Council Engineers. In some instances, a correctional movement would be required to enter and exit the car stackers; however this is permissible under AS/NZS 2890.1:2004.
165. The car spaces are accommodated within a Klaus Trendvario 4200 shuffle type stacker. Tilt-panel doors with emergency door access will be provided, with the residential entrance 9m to the west along Leicester Street. Convenient access for residents is provided.
166. A number of bedrooms will be located directly above the garage at first-floor. Potential noise impacts from the mechanical equipment will be discussed in Standard D16.

Standard D13 – Integrated water and stormwater management

167. A STORM report with a 105% STORM score was submitted with the application; this report demonstrates best practice and relies on 362sqm of roof connected to an underground 7,000L rainwater tank. The tank will be connected to all non-residential toilets at ground and first-floor. This is in line with the policy direction under clause 22.16 (Stormwater Management (Water Sensitive Urban Design)) and the Standard is met.

Standard D14 – Building setbacks

168. As outlined earlier in this report, the setbacks of the building are considered to achieve an acceptable design response to the character of the surrounding area. The direct abuttal of the development to the southern boundary provides opportunities for future development on this site, with the setbacks from the north, east and west reducing the prominence of the highest elements of built form at the upper levels.

Standard D15 – Internal views

169. The only potential internal overlooking opportunities are restricted to the first and second-floors, with windows associated with an office and dwellings addressing the large central lightcourt. The floor plans indicate that the operability of these windows is restricted in order to alleviate any unreasonable views. This outcome would be acceptable. To ensure this feature is incorporated into the design, notations and sections confirming this will be required via a permit condition, if a planning permit is to issue.

Standard D16 – Noise impacts

170. The subject site is located within an activity centre and therefore within proximity of a number of noise sources which may result in unreasonable internal noise levels to the new dwellings. The most prominent noise sources include the following;
 - (a) Tram and traffic noise from Brunswick Street (directly in front of the site);
 - (b) Traffic noise from Alexandra Parade (200m to the north);
 - (c) Patron and live music noise from Glamarama Bar (20m to the west);
 - (d) Patron and music noise from Saint Charlie (immediately to the south).
171. In addition, noise from mechanical equipment and the car stacker system associated with the development may result in unreasonable noise impacts to future occupants.
172. The Standard notes that new dwellings should be designed and constructed to include attenuation measures to reduce noise levels from off-site noise sources, with new buildings that are located within a noise influence area specified in Table D3 of this Standard to be designed to achieve the following noise levels:

- (a) *Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.*
- (b) *Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.*

173. An Acoustic Report, prepared by Clarity Acoustics on behalf of the applicant, acknowledges that the proposed development would be located in proximity to a noise influence area as specified in this table, with the site located within 300m of Alexandra Parade, a major arterial road carrying more than 40,000 annual average daily traffic volumes.
174. Further, the site is located within 50m of a live music venue (Glamarama Bar), which requires the development to be assessed against Clause 53.06 (Live music and entertainment noise) of the Scheme. The purpose of this clause is to protect live music entertainment venues from the encroachment of residential uses, whilst ensuring that residential uses are satisfactorily protected from unreasonable levels of live music and entertainment noise. The primary responsibility for noise attenuation rests with the agent of change, which in this instance is the proposed development on the subject site.
175. A number of noise attenuation measures have been outlined in the Acoustic Report, including the following;
- (a) Specific glazing systems;
 - (b) Solid material for garage doors, with absorptive material to be used internally;
 - (c) Sound insulation for roof/ceiling construction;
 - (d) Maximum sound power specified for air-conditioning units on balconies; and
 - (e) Vibration isolation to limit structure-borne noise from car stacking system.
176. The acoustic report was referred for review to SLR Acoustic Consulting (SLR). A discussion of each potential noise source, with comments from SLR, is undertaken below.

Traffic Noise

177. To identify traffic noise levels within proximity to the site, measurements were undertaken at the corner of Leicester and Brunswick Streets between 8am and 8:40am on Tuesday 12 December, and between 10:20pm and 10:40pm Friday 16 December 2017.
178. Based on these calculations, Clarity Acoustics confirmed that noise mitigation treatment measures would be required to achieve compliance with the internal noise levels outlined in the Standard. These mitigation measures are outlined in detail within the acoustic report and based on the use of specific construction materials and glazing; it was assessed that the internal criteria detailed in this Standard will be achieved.
179. In their review of the calculations and proposed attenuation measures, SLR noted that the advice provided in the report appears reasonable for addressing the measured levels of traffic noise, and internal noise levels associated with traffic within each dwelling will be acceptable.

Music/Patron Noise

180. Measurements were undertaken to assess music and patron noise on Friday 16 December between 10:20pm and 10:40pm and Sunday 17 December between 1:45am and 2:15am (Saturday night). During these measurements, the Glamorama Bar was holding an event with DJ's playing from 10pm to 5am. Saint Charlie was operational during the measurements conducted on the Friday night and closed on the Saturday.
181. SLR raised concerns with the location of this noise testing, noting that the measurements were undertaken at ground level, and that music noise emissions may also be available via the uncovered outdoor patron area at first-floor. Subsequent testing was undertaken within the venue itself, with these measurements highlighting that additional attenuation measures were required for the fourth-floor bedrooms of Apt. 3.1.

SLR reviewed the amended results and was satisfied (in conjunction with the current mitigation measures proposed for the remainder of the façade) that this issue has been addressed to a satisfactory level.

182. With regards to patron noise from the venue to the south, it was noted that since the original noise measurements were undertaken in December 2017, the Cider House has closed for refurbishment and has reopened as Saint Charlie. The details of the original planning permit (No. 000300) include the following restrictions.
 - (a) The use must only operate between the following hours;
 - (i) Monday to Saturday between 7am and 3am the following day;
 - (ii) Sundays between 10am and 1am the following day;
 - (iii) Good Friday and Anzac Day between 12noon and 1am the following day.
 - (b) The number of patrons on-site is restricted to 70 after 1am and all patrons must be seated after this time.
 - (c) An external courtyard is located at the rear of this site, with the use of this space restricted after 10pm each night.
183. No maximum patron numbers are outlined on the Planning Permit; however the liquor licence (No. 32223840) specifies a maximum capacity of 290 patrons. There are no requirements on the liquor licence for patron numbers to be reduced to 70 after 1am, or for the external courtyard to be closed at 10pm.
184. Whilst this licence is a late-night (on-premises) licence, it includes the requirement for seating to be provided for at least 75% of patrons, with the predominant activity on the premises to be the preparation and serving of meals. There is no live music permitted.
185. To assess the likely risk of noise impacts from the refurbished bar, noise predictions were conducted based on the following:
 - (a) 100 patrons within the rear outdoor area; and,
 - (b) 10 patrons on Brunswick Street;
186. The initial testing indicated that patron noise from Saint Charlie is predicted to comply with the relevant internal patron noise criteria based on the façade sound insulation outlined in Section 5.1 of the acoustic report. In their review, SLR noted that patron noise has been assessed to internal targets of 35 dBA Leq, with the assessment indicating that exceedances of up to 2 dB represent no risk of nuisance to future occupants. SLR did not accept this outcome, stating that a lower noise target of 30 dBA Leq should be provided to bedrooms, and there should be no tolerance of higher noise levels in the design. SLR also questioned the patron sound power level nominated by Clarity (91 dBA Leq) and recommended higher patron noise levels be relied upon, given the proposed use of the venue.
187. In response, Clarity reduced the internal target for bedrooms from 35 dBA Leq to 30 dBA leq (section 3.7) and increased the patron sound power level from 91 dBA Leq to 97 dBA Leq. Both of these changes are generally in line with the recommendations provided by SLR, with the original patron sound power level not considered to adequately address the potential level of noise that may be generated from the venue. SLR undertook indicative calculations using the proposed glazing and the updated design targets and patron noise levels. Based on these revisions, SLR was satisfied that acceptable noise levels would be achieved.

Mechanical plant treatment

188. Noise from the centralised mechanical plant (including car park doors and car stackers) associated with the proposed development must comply with the SEPP N-1 noise limits. Preliminary mechanical plant selections were provided, with specific recommendations outlined within the report to ensure that no unreasonable impacts would affect future occupants of the building.

In their review, SLR noted that whilst the location of the noise measurement was not clearly indicated, the results achieved were consistent with those achieved by SLR and the measured levels achieved SEPP N-1 compliance. This outcome was acceptable.

189. The original Acoustic report included recommendations to relocate the air-conditioning units of Apts. 1.1 and 2.1 to the roof top plant platform. The decision plans indicate that this has been done.

Car park treatment

190. The garage includes two noise sources covered under SEPP N-1; the car stackers and the garage doors. It is proposed to install a Klaus Trendvario 4200 car stacker system and automatic car park entry doors, with the stacking system only able to operate when the external doors are closed. Further clarification of this operating system was provided from Traffix Group, as follows;
 - (a) *The doors remain closed at all times, except when the driver physically moves their car in or out of the system.*
 - (b) *The gates are closed when no one is using the system for safety reasons. When the machine is activated, the platforms move around as required and the gates remain closed so no one can enter the system while it is moving. When it is finished moving, the gates open and the driver moves their car in or out of the stacker. When the driver is finished with the car stacker, the gates close again until the next person needs to use the system.*
191. This will ensure that noise levels will be reduced, with the garage door closed whenever the car stacker is operational. Given that each movement takes no longer than 60 seconds (also confirmed by the traffic engineers) this outcome is considered appropriate and is not considered to result in queuing within the adjacent ROW.
192. The acoustic report recommended that the garage doors be constructed of a solid material, with the exception of the top 1200mm, which may be perforated. Further, it is recommended that both the garage doors and the car stackers incorporate appropriate vibration isolation to limit structure-borne noise transfer to the apartments above.
193. Based on these recommendations, maximum noise levels associated with these noise sources were predicted to comply with the 65 dB L_{Amax} criteria at all existing residential properties and predicted to comply with the 55 dB L_{Amax} internally for residents associated with the development. In this instance, the most affected existing residential site is No. 100 Leicester Street, directly opposite the site on the eastern side of the ROW.
194. SLR reviewed these findings and confirmed that whilst the proposed noise targets were appropriate for the existing dwelling, the targets nominated for the apartments within the development were too high. SLR provided recommended targets of 40 dBA in bedrooms and 45 dBA in living rooms, rather than the 55 dBA proposed. The final Acoustic Report was amended to confirm that the maximum noise levels associated with the stackers were predicted to comply with the more stringent criteria of 40 dBA within the development.
195. Given the close proximity of residential receivers, it was recommended that if a planning permit is to issue, a condition should be incorporated into the permit to ensure that post construction testing demonstrating compliance with both SEPP N-1 and L_{max} targets should be undertaken at existing and future dwellings. This condition will be incorporated into any permit issued.
196. A further condition will also ensure that all of the recommended noise attenuation measures outlined in the Clarity Acoustics report (9 July 2018) will be required to be clearly demonstrated on the final plans. On this basis, the provisions of Clause 53.06 (Live music and entertainment noise), Clause 22.05 (Interface Uses Policy) and Standard D16 will be met.

Standard D17 – Accessibility objective

197. 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.*
198. The floor templates indicate that all 7 dwellings will provide a clear opening width of at least 850mm at the entrance to the dwelling and main bedroom, as well as 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. Further, all bedrooms will have access to an adaptable bathroom.
199. The main bathrooms of all dwellings will comply with either Design Option A or Design Option B requirements of *Table D4 – Bathroom Design* under this Standard.
200. Whilst apartments 3.1 and 3.2 will be split level, the principal habitable rooms, one bedroom and an adaptable bathroom will be located on the lower level of each dwelling. This design will ensure that these dwellings will also meet the Standard.

Standard D18 – Building entry and circulation

201. The entrances to the commercial and residential components have been clearly separated, with the retail uses to be accessed via Brunswick Street. The entrance for the dwellings and office tenancies will be located on Leicester Street; this outcome is acceptable, with the residential entrance clearly identifiable and providing a sense of address within this secondary frontage. The Standard is met.

Standard D19 – Private open space

202. Of relevance to this development, the dwellings should have access to balconies that meet the dimensions outlined in Table 5 of this Standard. This table specifies that a 2 bedroom dwelling should have access to a balcony with a minimum area of 8sqm and minimum dimension of 2m, with convenient access from a living room, with the balcony dimensions for a 3 bedroom dwelling increasing to 12sqm and 2.4m respectively.
203. All of the dwellings will meet these requirements, with balconies ranging from 8sqm to 36.1sqm, and widths between 2m to 4.7m. Further, all of the balconies will be directly accessed from the main habitable rooms of each dwelling.
204. Air-conditioning units will be located within three balconies; two of these balconies have maximum areas of 8.8sqm. The location of the units will reduce these spaces to 8.36sqm, with no impact on the depth of each balcony. This outcome is acceptable and the Standard is met.

Standard D20 – Storage

205. This Standard notes that the following usable and secure storage space should be provided for each dwelling;
- (a) 2 bedroom – a minimum of 14 cubic metres, with 9 cubic metres located within the dwelling;

- (b) 3 bedrooms – a minimum of 18 cubic metres, with 12 cubic metres located within the dwelling.

206. The floor templates indicate that all of the apartments will exceed these requirements and the Standard will be met.

Standard D21 – Common property

207. The common property areas within the development are clearly delineated and would not create areas which were difficult to maintain into the future. The lobby and vehicle access areas are well conceived and cohesive with the overall building design and are therefore considered to be in line with the objectives of this Standard.

Standard D22 – Site services

208. Site services are located within the Leicester Street frontage, with a generous bin storage room also accessed from this interface. Mailboxes are directly adjacent to the residential entrance. These locations are acceptable and the Standard is met.

Standard D23 – Waste and recycling

209. A Waste Management Plan (WMP) was prepared by Waste Audit Consultants and referred to Council's City Works Unit. A number of deficiencies were highlighted within this document and the associated management procedures to be undertaken. These are outlined as follows;

- (a) There is no reference to a hard waste storage area;
- (b) Dimensions of required bins as well as hard waste area and total area of bin storage room need to be shown to prove the bins will fit and able to be manoeuvred;
- (c) The waste generation rates must be consistent with those adopted for the City of Yarra;
- (d) The bins may obstruct the footpath on Leicester St whilst waiting for collection, which is not appropriate;
- (e) An e-waste to landfill ban will come into effect 01/07/2019. Please detail how e-waste will be separated and disposed of (City of Yarra would not collect this as part of the kerbside collection service, so all waste streams should be collected by a private contractor should be engaged).

210. If a planning permit is to issue, an amended WMP reflecting all of these comments will be required via condition of the permit.

Standard D24 – Functional layout

Bedrooms

211. 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 dimension. Only one bedroom within the development does not meet this Standard, with dimensions of 2.89m x 3.86m. This is bedroom 2 of Apt. 3.2, and is therefore not a main bedroom for this dwelling. As the lack of compliance is minor, and the generous depth of the bedroom compensates for the non-compliant width, this outcome is acceptable.

Living areas

212. This Standard notes that living rooms associated with 2 or more bedroom dwellings should have minimum widths of 3.6m and minimum areas of 12sqm. All of the dwellings meet this Standard.

Standard D25 – Room depth

213. Of the 7 dwellings, only two have single-aspect habitable rooms (Apts. 1.1 and 2.1). These dwellings have been designed to meet the following requirements;
- (a) The room combines the living area, dining area and kitchen;
 - (b) The kitchen is located furthest from the window; and,
 - (c) The ceiling heights are 2.7m.
214. The Standard is met.

Standard D26 – Windows

215. All habitable rooms within the proposed development contain a window within an external wall to the building, with no reliance on 'borrowed light'.
216. The principal habitable room windows of apts. 1.1 and 1.2 are located beneath a balcony overhang associated with dwellings above, however this outcome is acceptable given the minimal depth of each overhang and the generous size of these windows.
217. One bedroom associated with Apartment 2.3 will be oriented to the internal lightcourt, which has an area of 50sqm. Whilst this open space is substantial in size, the window will be located directly beneath the partially covered section of this lightcourt. Section BB at TP021 (which incorrectly notes this apt. as 2.1) indicates the height of the window will be 1.2m. To ensure that adequate daylight can access this room, the height of the window should be increased to a minimum of 2m. This will be required via a permit condition (as will a corrected Section drawing), if a planning permit is to issue.

Standard D27 – Natural ventilation

218. All of the dwellings will allow for natural cross-ventilation opportunities, with the floor templates indicating with the maximum breeze path dimensions will be met. The Standard is achieved.

Off-site amenity

219. The context of the site, being located within a C1Z, with commercially zoned land to the north, south and west, limits potential off-site amenity impacts on surrounding, more sensitive, sites. The only sensitive interface with the subject site is the dwelling directly to the east, at No. 100 Leicester Street. The following assessment will therefore focus on potential amenity impacts to this residential use.

Daylight to windows

220. The only habitable room windows (HRW) within proximity to the site are located within this dwelling on the eastern side of the laneway and are separated from the rear boundary of the subject site by 3.6m (width of the ROW). One larger window at ground level in the original section of dwelling is directly opposite the rear boundary of the site; however this window is associated with a bathroom and therefore considered non-habitable for the purposes of this assessment.



Western wall and HRW of No. 100 Leicester Street

221. Further to the south along the laneway are two rows of small highlight windows within the ground and first-floor levels of the addition at the rear of the dwelling. The ground floor windows (five in total) are associated with the kitchen and dining room, with three windows to a bedroom at first-floor. These windows are demonstrated in the image on the previous page.
222. The sketch plans submitted on 19 June 2018 include some minor alterations to wall heights and setbacks associated with the eastern interface of the development. As these plans were submitted to respond to concerns from the occupants of this dwelling, the details shown on the amended plans will be relied upon throughout the assessment below.
223. These sketch plans included the following specific changes with regards to this interface;
 - (a) Increased setback of levels 3 & 4 from the eastern boundary from 5.35m to 5.5m;
 - (b) The first-floor wall increased in height from 6.35m to 6.47m on the southern and eastern elevations;
 - (c) The second-floor wall increased in height from 9.55m to 9.67m on the southern and eastern elevations;
224. Whilst it is noted that the amended plans included minor increases in wall heights, this outcome was considered acceptable given the restricted increases proposed, the separation provided by the laneway and the associated increases in setbacks which would reduce visual impacts accordingly.
225. The south-eastern corner of the proposed development is the only section of the new building that will be located directly opposite these windows. The design has responded to this sensitive interface by incorporating balconies and setbacks into this section of the building accordingly. The following built form is proposed directly opposite these windows, with the setback calculations including the 3.6m width of the ROW and the height calculated from the NGL of the ROW;
 - (a) Ground level – 3.8m high wall set back 6.2m from the windows;
 - (b) First-floor – 6.47m high wall set back 3.6m from the windows;
 - (c) Second-floor – 9.67m high wall set back 5.7m from the windows;
 - (d) Third floor – 13.8m high wall set back 9.1m from the windows;
 - (e) Fourth-floor – 17.9m high wall set back 9.1m from the windows.

226. Whilst an assessment against Standard B19 (Daylight to existing windows) at Clause 55 of the Scheme is not strictly applicable in this instance, it provides guidance as to whether these windows will be unduly impacted by the proposed development. This Standard notes that walls more than 3m in height opposite a HRW should be set back from the window at least 50% of the height of the new wall.
227. The table below indicates the requirements outlined in this Standard and assesses whether the development will comply with these measures. As the ROW provides an additional degree of separation between the windows and the proposed development, the inclusion of the width of the ROW is considered acceptable.

Wall	Height	Required Setback	Proposed setback	Complies
Ground level	3.8m	1.9m	6.2m	Yes
First-floor	6.47m	3.2m	3.6m	Yes
Second-floor	9.67m	4.8m	5.7m	Yes
Third-floor	13.8m	6.9m	9.1m	Yes
Fourth-floor	17.9m	8.95m	9.1m	Yes

228. As demonstrated, the setbacks proposed for all levels will comply with this Standard. In addition, the Standard notes that *'where the existing window is above ground floor level, the wall height is measured from the floor level of the room containing the window'*. All of the measurements above are based on the windows being located at ground level. This therefore increases the compliance achieved for the first-floor windows, as the most conservative measurement has been assessed.
229. Even though compliance with the Standard is met, there are further considerations that ensure adequate daylight to the associated habitable rooms will be maintained. The floor plans of No. 100 Leicester Street indicate that large south-facing windows are located along the southern wall of this dwelling, addressing an area of private open space. The small highlight windows within the western wall are considered to be secondary light sources to these rooms.
230. As noted, this assessment was based on the sketch plans. To ensure these details are incorporated into the final design, a condition will be added to the planning permit if a permit is to issue. Based on this, it is not considered that the degree of natural daylight available to this dwelling will be unreasonably impacted by the development of the subject site.

Overlooking

231. As with above, the only potential overlooking impacts to HRW or SPOS is associated with No. 100 Leicester Street to the east. Standard B22 (Overlooking) at Clause 55, whilst again not strictly applicable to this application, provides guidance as to whether any unreasonable overlooking impacts from the proposed development will occur. This Standard notes that any *'habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9m (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45 degree angle from the plane of the window'*.
232. Overlooking diagrams have been provided by the applicant. With regards to the above Standard and based on these drawings, the only overlooking would be associated with the first and second-floor balconies in the south-east corner of the building. Both of these balconies have been screened with 1.7m high solid walls. This meets the requirements outlined in the Standard, and on this basis, no unreasonable overlooking impacts will affect the site to the east.

Overshadowing

233. Given the context of the surrounding land, the only potential overshadowing to SPOS will occur in the afternoon, as the shadows move to the east. The amended sketch plans indicate that a small extent of additional overshadowing will fall within the SPOS to the east (No. 100 Leicester Street) at 2pm. Prior to this time, no additional shadows will affect this space. At 3pm, when the existing and proposed shadows are combined, this entire area of SPOS will be in shadow.
234. The amended shadow diagrams are based on the additional setbacks that have been incorporated into the eastern walls at the two upper levels (5.35m to 5.5m). The diagrams outline the area of SPOS that will remain unaffected by shadows (existing and proposed) throughout the day on the equinox between 9am and 3pm, as follows;
- (a) 9am – 47.4sqm;
 - (b) 10am – 55.5sqm;
 - (c) 11am – 57.1sqm;
 - (d) 12 midday – 57.6sqm;
 - (e) 1pm – 52.1sqm;
 - (f) 2pm – 40.2sqm;
 - (g) 3pm – 0sqm.
235. As guidance, Standard B21 (Overshadowing open space) at Clause 55 notes; *‘where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9am and 3pm on 22 September’.*
236. The figures outlined above indicate that this Standard will be met, with in excess of 40sqm of SPOS receiving sunlight between 9am-2pm. The development is therefore not considered to result in unreasonable overshadowing impacts to this SPOS.

Visual bulk

237. The height and appearance of the proposed development has been discussed previously within this assessment, with the setbacks of the highest levels appropriately set back from all sensitive interfaces to reduce potential visual impacts to surrounding sites. Whilst the height of the proposed wall along the eastern boundary would exceed the requirements of Standard B19 (Walls on boundaries) if a Clause 55 assessment was applicable, the context of the site in a C1Z and the direct abuttal with the laneway allows this additional height to be acceptable. Further, the dwelling to the east of the laneway has a direct abuttal with land in the C1Z, with a number of Tribunal decisions acknowledging that amenity expectations of residents with direct commercial interfaces should be lower than those located solely within residential land.

Noise

238. The residential component of the proposal is unlikely to result in unacceptable noise emissions to any nearby commercial or residential properties. Furthermore, as the residential use does not require a planning permit, there is no further control that can be applied in regards to the use of dwellings. Similarly, the use of the land for offices, nursery and a café are all ‘as-of-right’ under the C1Z. Based on the context of the land within a C1Z and the nature of existing uses located along Brunswick Street, these uses are not considered to result in unreasonable noise impacts within this environment.
239. All services/plant equipment will be located on the roof. A condition would require that the noise and emissions from plant equipment must comply at all times with the State Environment Protection Policy – *Control of Noise from Commerce, Industry and Trade* (SEPP N1). The potential noise impacts of the garage door to No. 100 Leicester Street has been discussed in detail at paragraphs 186 to 191 of this report.

Equitable Development

240. Given the planning controls on the surrounding land and the context of the location, it is anticipated that future development to a similar scale may occur on the site to the south, with this site currently occupied by a double-storey heritage building. Whilst a wall will extend along the shared boundary with this site for the full height of the proposed development, the length of this wall will reduce as the height increases. Further, it is noted that the southern site has a relatively generous depth in comparison to a number of sites further to the south. This depth will allow for northern setbacks to be incorporated into higher levels of any potential development on this site, with boundary to boundary development possible at the lower levels (as proposed on the subject site). This outcome is considered acceptable.

Car parking and traffic

Car parking

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

Use	Bedrooms/ Floor Area	Rate	No. required	No. proposed	Reduction sought
Dwelling	5 x 2 bedroom apartment	1 space per 2 bedroom dwelling	5	9	0
	2 x three- bedrooms or more apartment	2 spaces per 3 bedroom or more dwelling	4		
Office	181sqm	3 spaces per 100sqm of net floor area	5	0	5
Landscape Garden Supplies (Nursery)	173.3sqm	10% of the site area (17sqm)	1	0	1
Food and drink premises (café)	65.3sqm	3.5 spaces to each 100sqm of leasable floor area	2	0	2
Totals			17	9	8

242. Based on the above, the development meets the statutory car parking rate associated with the dwelling use, with a parking shortfall of 5 office spaces, 1 space associated with the nursery and 2 with the café. Before a requirement for car parking is reduced, the applicant must satisfy the Responsible Authority that the provision of car parking is justified having regard to the assessment requirements of Clause 52.06-6.

Availability of Car Parking.

243. The subject site is located within an area containing predominantly time-restricted car parking, with periods ranging from ¼ hour to 4 hours. Within the residential neighbourhood to the east, a large proportion of parking is restricted by permits, with ticketed parking (restricted to 2 hours) extending along both sides of Brunswick Street.

244. There are currently four car parking spaces provided along the Leicester Street frontage of the site; these will not be impacted by the development or the widening of the existing vehicle crossover. There is no existing car parking allowed along the Brunswick Street frontage, given the location of the tram stop immediately in front of the site. This also will not alter.
245. To ascertain parking availability within the surrounding area, Traffix Group undertook a parking occupancy survey on Thursday 28 July 2016 at 11:00am. The survey area encompassed sections of Brunswick Street, Fitzroy Street, Young Street, Rose Street, Leicester Street and Westgarth Street. The time and extent of the survey was considered appropriate by Council Engineers.
246. A parking inventory of 209 publicly available parking spaces was identified, with 57 of these spaces vacant. This equates to an occupancy rate of 73%, which indicates that parking was in moderate demand. This data suggests that short-stay parking overflow from the site could be accommodated on-street.

Parking Demand for Office Use.

247. Parking associated with office type developments is generally long-stay parking for employees and short-term parking. In practice, the parking demand generated by the office is expected to be lower than the statutory parking rate of 3.5 spaces per 100sqm of floor space, since the area has very good access to public transport services. Council's Engineers highlighted that Council often approves small scale office developments with no on-site car parking. This is based largely on the inner-city location of these offices and the proximity they have to public transport. The proposed office has a similar context and the provision of no on-site parking for the proposed office use is considered appropriate.

Parking Demand for Cafe

248. It is anticipated that café customers would be drawn from employees of the office, nearby workplaces and local residents. It is unlikely that the proposed café would be a specific destination in its own right. Employees would be aware with the scarcity of long-stay parking in the surrounding area and would choose to commute to the site by alternative transportation modes.

Parking Demand for Nursery Use

249. The plant nursery use has a parking shortfall of one space. This space would be accommodated on-street, assuming the site is operating at peak capacity. The existing nursery, which encompasses a large area than proposed, does not provide any on-site car parking spaces.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

250. The additional reduction in car parking being sought by the proposal is supported by the following:
- (a) The site is located within an area which consists of a number of retail, entertainment and commercial premises, with the majority of these uses offering no on-site car parking provision;
 - (b) Visitors to the site might combine their visit by engaging in other activities or business whilst in the area;
 - (c) A tram stop is located directly in front of the site, with additional tram services operating along Smith Street and Nicholson Street. The site is also within walking distance of bus services operating along Johnston Street and Alexandra Parade;
 - (d) The site has good connectivity to the on-road bicycle network, with a generous amount of on-site bicycle parking spaces proposed;

- (e) It is considered that the café would heavily rely on walk-up trade. Pedestrians in the area and employees at local businesses would account for the majority of patrons to the cafe throughout the day;
- (f) The lack of opportunities to park on-street in the surrounding area would be a disincentive for employees to commute to work by car, with the short-term parking restrictions allowing café patrons and nursery customers to park for limited periods if necessary;
- (g) 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.
- (h) A Flexicar car share pod is located in Westgarth Street, approximately 80m north of the site.
- (i) Practice Note 22 – *Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as Brunswick Street, where spare on-street car parking capacity would be shared amongst sites within the activity centre.

251. The reduction in the car parking requirement associated with the office, nursery and café uses is considered appropriate in the context of the development and the surrounding area.

Car park access and layout

252. The proposed car parking layout and access was assessed by Council's Traffic Engineers, who confirmed that the entranceway and headroom clearance was satisfactory and met all relevant standards and guidelines, and the dimensions of the garage were suitable for the type of car stacking system proposed.

253. Swept path diagrams were submitted, which demonstrated that entering and exiting the car stackers is satisfactory for the B85 design vehicle. In some instances, a correctional movement would be required, however this is permissible under AS/NZS 2890.1:2004 and supported by Council Engineers. As all of the car parking spaces are allocated to the dwellings, users of the car stackers will become accustomed to the manoeuvres required to access this space.

254. The following recommendations were included in the Engineering advice;

- (a) The provision of a convex mirror at the car park entrance to improve sight lines to the west;
- (b) The setback area (inside the property) should be constructed in a different material to the bluestone ROW;
- (c) The finished floor levels along the edge of the slab must be set 40mm above the edge of the ROW.

255. The last two suggestions have been incorporated into the amended sketch plans. A condition will ensure they are maintained in the final plans, along with the provision of a convex mirror, if a permit is to issue.

256. The development proposes to increase the width of the existing crossover associated with the ROW, to result in a 6.2m wide crossing at the Leicester Street entrance to the ROW. These works are acceptable, with further approval from Council's Local Laws. A permit condition will ensure that these works are undertaken to Council's satisfaction, if a permit is to issue.

Bicycle parking

257. The proposal generates a demand of 3 statutory spaces and provides a total of 16 spaces, thereby exceeding the requirement outlined at clause 52.34 of the Scheme. Bicycle parking spaces are proposed in an internal bike store accessed from the pedestrian entrance along Leicester Street, with a mixture of wall mounted and horizontal spaces provided. The provision of hanging and horizontal spaces accords with the requirements of AS2890.3-2015, with Clause 2.1(e) of this Standard noting that a minimum of 20% of the bicycle spaces must be provided in the form of horizontal rails. In addition, shower, change and locker facilities are proposed at level 1 for use by the office tenancies. These outcomes are supported.

Traffic

258. Given the allocation of all on-site car parking spaces to the dwellings, any traffic generated by the site will be restricted to the residential use. Traffic Group estimated that each dwelling could be expected to generate traffic of a rate of 5 trips per dwelling, per day. With 7 dwellings proposed, this results in an estimate of 35 car trips per day, with approximately 3.5 trips per hour during the AM and PM peak.
259. This level of traffic is considered to be low, and it is unlikely that the traffic associated with the development would have a discernible impact upon traffic levels in Leicester Street or Brunswick Street. The primary use of the ROW used to access the garage is for vehicles, with no principal access for pedestrians to any adjacent dwelling provided from this interface. Increased use of the laneway by vehicle traffic is therefore considered reasonable, with this outcome supported Council's Traffic Engineers.

Loading and unloading

260. There is no provision for on-site loading; this is similar to existing conditions. There is a loading zone directly to the south of the site, on Brunswick Street, with ¼ hour restricted car parking directly in front of the Leicester Street boundary. This will provide acceptable loading and unloading opportunities for the café and nursery uses proposed on the land.

Other Matters

261. It is noted that a section of the southern boundary wall to be demolished is shown within the site to the south (No. 286 Brunswick Street). If a planning permit is to issue, a condition will specify that all works must be maintained within the title boundaries.

Objector Concerns

262. *Height/massing of proposed development;*

- (a) The height and scale of the proposed development have been discussed within paragraphs 95 to 108 of this assessment.

263. *Heritage issues and lack of integration with neighbourhood character;*

- (a) Heritage matters have been discussed at paragraphs 109 to 123 of this report, with the neighbourhood context addressed within paragraphs 95 to 101.

264. *Potential off-site amenity impacts (Loss of views and natural daylight, overlooking, noise etc.);*

- (a) All potential off-site amenity impacts have been discussed at paragraphs 219 to 239 of this assessment.

265. *Noise concerns (including 'agent of change' issues with noise from entertainment venues (internal amenity and impacts on existing venues) and noise impacts from car stackers and garage location;*

- (a) All noise issues have been discussed in depth from paragraphs 170 to 196 of this report.

266. *Reduction in property values;*

- (a) The impact on surrounding property values is not a planning matter and cannot be discussed as part of this assessment.

267. *Loss of original nursery on the site;*

- (a) The development proposes to maintain a nursery on the land. Irrespective of this, as all of the proposed uses are 'as-of-right' in the C1Z, there are no planning controls to restrict the uses proposed.

268. *Waste management issues;*

- (a) The management of waste has been addressed in Standard B23 at paragraph 209 of this assessment.

269. *Reduction in car parking;*

- (a) Car parking issues have been discussed within paragraphs 241 to 260 of this report..

Conclusion

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

RECOMMENDATION

That having considered all objections and relevant planning documents, the Committee resolves to issue a Notice of Decision to Grant a Permit (PLN17/0941) for part demolition and development of the land for the construction of a mixed-use building, and a reduction in the statutory car parking requirement at 390-394 Brunswick Street, Fitzroy 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, prepared by Clare Cousins Architects, dated 18/10/2017 (TP001, TP002, TP004, TP006, TP011, TP012, TP017, TP018, TP020-T031 inclusive) , and plans dated 30/01/2018 (TP003, TP005, TP008, TP010, TP013, TP016, TP019, TP032) but amended to include:
 - (a) All details as shown in the sketch plans (received by Council 19 June 2018) as follows;
 - (i) Increased setback of the third & fourth-floors from the eastern boundary from 5.35m to 5.5m;
 - (ii) The first-floor wall increased in height from 6.35m to 6.47m;
 - (iii) The second-floor wall increased in height from 9.55m to 9.67m;
 - (iv) Reduction in building height from 18.1m to 17.9m (not including roof-top plant platform);
 - (v) Details of the sun-shading devices to the north and west-facing windows at all levels;

- (vi) Alterations to the design of the nursery entrance on the site's north-west corner, including the addition of a garden bed and modifications to the extent of services and glazing within the northern wall;
 - (vii) The replacement shop window at ground level to be of Victorian style and constructed of timber;
 - (viii) The replacement first-floor windows to match the thickness of the existing window frames;
 - (ix) The verandah roofing to be unpainted galvanised, corrugated Heritage Grade Z600 steel;
 - (x) The existing façade to be painted beige, with the timber window frames and door joinery finished in 'Indian red';
 - (xi) A convex mirror to be located at the car park entrance to improve sight lines to the west;
 - (xii) The proposed eastern setback in front of the ground floor garage to be constructed in a different material to the bluestone ROW;
 - (xiii) The finished floor levels along the edge of the garage slab to be set 40mm above the edge of the ROW.
- (b) All demolition works located within the title boundaries;
- (c) Additional provision for landscaping on the northern wall of the development, with any alterations required by the Landscape Management Plan at Condition 7;
- (d) A notation on the first and second-floor plans and amended sections confirming that all windows addressing the internal lightwell have restricted operability;
- (e) The bedroom window associated with Apartment 2.3 addressing the internal lightcourt to be increased in depth to a minimum of 2m, with Section BB at TP021 amended accordingly;
- (f) The addition of vertical/horizontal lines to the southern boundary wall at third and fourth floors to provide greater visual interest;
- (g) A notation confirming that organic waste storage will be provided;
- (h) Any alterations to the development required by the updated Sustainable Management Plan at Condition 3.
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 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 Ark Resources and dated 24 October 2017, but modified to include or show:
- (a) A JV3 energy modelling report, demonstrating that the 10% energy efficiency target will be achieved;
 - (b) The provision of electric bicycle charging facilities;
 - (c) An external clothes drying rack for each dwelling;
 - (d) A total of 16 bicycles;
 - (e) Details of the organic waste system/storage;
 - (f) That the dwellings will not exceed the maximum NatHERS annual cooling load specified (30MJ/m² per annum) for Climate Zone 21 (Melbourne).
4. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

5. Prior to occupation of the development, 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 demonstrate compliance of the car stackers with both SEPP N-1 and to sleep disturbance targets at existing residences and within the proposed development.

6. The provisions, recommendations and requirements of the endorsed Acoustic Report, prepared by Clarity Acoustics and dated 9 July 2018, must be implemented and complied with to the satisfaction of the Responsible Authority.
7. Before the development commences, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must:
 - (a) indicate additional areas of landscaping/vegetation on the development's northern wall;
 - (b) show the type, location, quantity, height at maturity and botanical names of all proposed plants; and
 - (c) provide a specification of works to be undertaken prior to planting, to the satisfaction of the Responsible Authority.
8. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:
 - (a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;
 - (b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and
 - (c) replacing any dead, diseased, dying or damaged plants, to the satisfaction of the Responsible Authority.
9. 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 Waste Audit Consultants and dated September 2017, but modified to include:
 - (a) references to the hard waste storage area;
 - (b) Dimensions of bins, the hard waste area and total area of bin storage room in order to confirm that all bins will fit and able to be manoeuvred;
 - (c) Details of the organic waste system/storage;
 - (d) The waste generation rates must be consistent with those adopted for the City of Yarra;
 - (e) How the bins will be collected from Leicester Street without obstructing the footpath;
 - (f) Details on how e-waste will be separated and disposed of.
10. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
11. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated (including the reconstruction of the footpath immediately outside the property's Brunswick Street and Leicester Street road frontages if required by the Responsible Authority):
 - (a) at the permit holder's cost,
 - (b) to the satisfaction of the Responsible Authority.

12. Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.
13. 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 car park and pedestrian 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.
14. 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.
15. 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.
16. 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.
17. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.
18. 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.

19. 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.

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. 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.

22. This permit will expire if:

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

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

Notes:

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

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

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

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

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.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

All future 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.

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.

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

Attachments

- 1 PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations
- 2 PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Shadow diagrams
- 3 PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Detailed shadow diagrams including Brunswick Street
- 4 PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Sketch plans
- 5 PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Colour renders and floor plans
- 6 PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Heritage advice
- 7 PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Urban Design comments
- 8 PLN17/0941 - 390-394 Brunswick St Fitzroy - SLR Acoustic comments
- 9 PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Engineering comments
- 10 PLN17/0941 - 390-394 Brunswick Street, Fitzroy - ESD Referral comments
- 11 PLN17/0941 - 390-394 Brunswick Street - Waste Management Referral comments
- 12 PLN17/0941 - 390-394 Brunswick Street , Fitzroy- Supplementary SLR Acoustic comments

Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations

390-394 BRUNSWICK ST

CLIENT: SIMSON PROPERTY DEVELOPMENTS

DRAWING NO.	DRAWING NAME	REVISION
TP001	INDEX	C
TP002	EXISTING & DEMOLITION SITE & ROOF PLAN	C
TP003	EXISTING & DEMOLITION GROUND FLOOR PLAN	E
TP004	EXISTING & DEMOLITION FIRST FLOOR PLAN	D
TP005	EXISTING & DEMOLITION ELEVATIONS	C
TP006	EXISTING & DEMOLITION ELEVATIONS	B
TP007	PROPOSED SITE PLAN	C
TP008	PROPOSED GROUND FLOOR PLAN	L
TP009	PROPOSED FIRST FLOOR PLAN	L
TP010	PROPOSED SECOND FLOOR PLAN	L
TP011	PROPOSED THIRD FLOOR PLAN	J
TP012	PROPOSED FOURTH FLOOR PLAN	J
TP013	PROPOSED ROOF PLAN	G
TP014	DETAILED APARTMENT PLANS	B
TP015	DETAILED APARTMENT PLANS	C
TP016	WEST ELEVATION	J
TP017	NORTH ELEVATION	I
TP018	SOUTH ELEVATION	H
TP019	EAST ELEVATION	J
TP020	SECTION AA & CC	F
TP021	SECTION BB	H
TP022	SECTION DD	F
TP023	STREETSCAPE ELEVATIONS	D
TP024	OVERLOOKING DIAGRAMS	B
TP025	SHADOW DIAGRAMS - 9AM	B
TP026	SHADOW DIAGRAMS - 10AM	B
TP027	SHADOW DIAGRAMS - 11AM	B
TP028	SHADOW DIAGRAMS - 12PM	B
TP029	SHADOW DIAGRAMS - 1PM	B
TP030	SHADOW DIAGRAMS - 2PM	B
TP031	SHADOW DIAGRAMS - 3PM	B
TP032	MATERIALS SCHEDULE	C

CLARE COUSINS
ARCHITECTS

20 Blackwood Street
North Melbourne
Victoria Australia 3051
03 9350 2888
studio@clarecousins.com.au
clarecousins.com.au

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
A	14/02/2017	HW	CONSULTANT ISSUE
B	17/02/2017	TW	PRELIMINARY PLANNING
C	18/10/2017	TW	PLANNING ISSUE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
INDEX

SCALE AT A3

JOB NUMBER
452

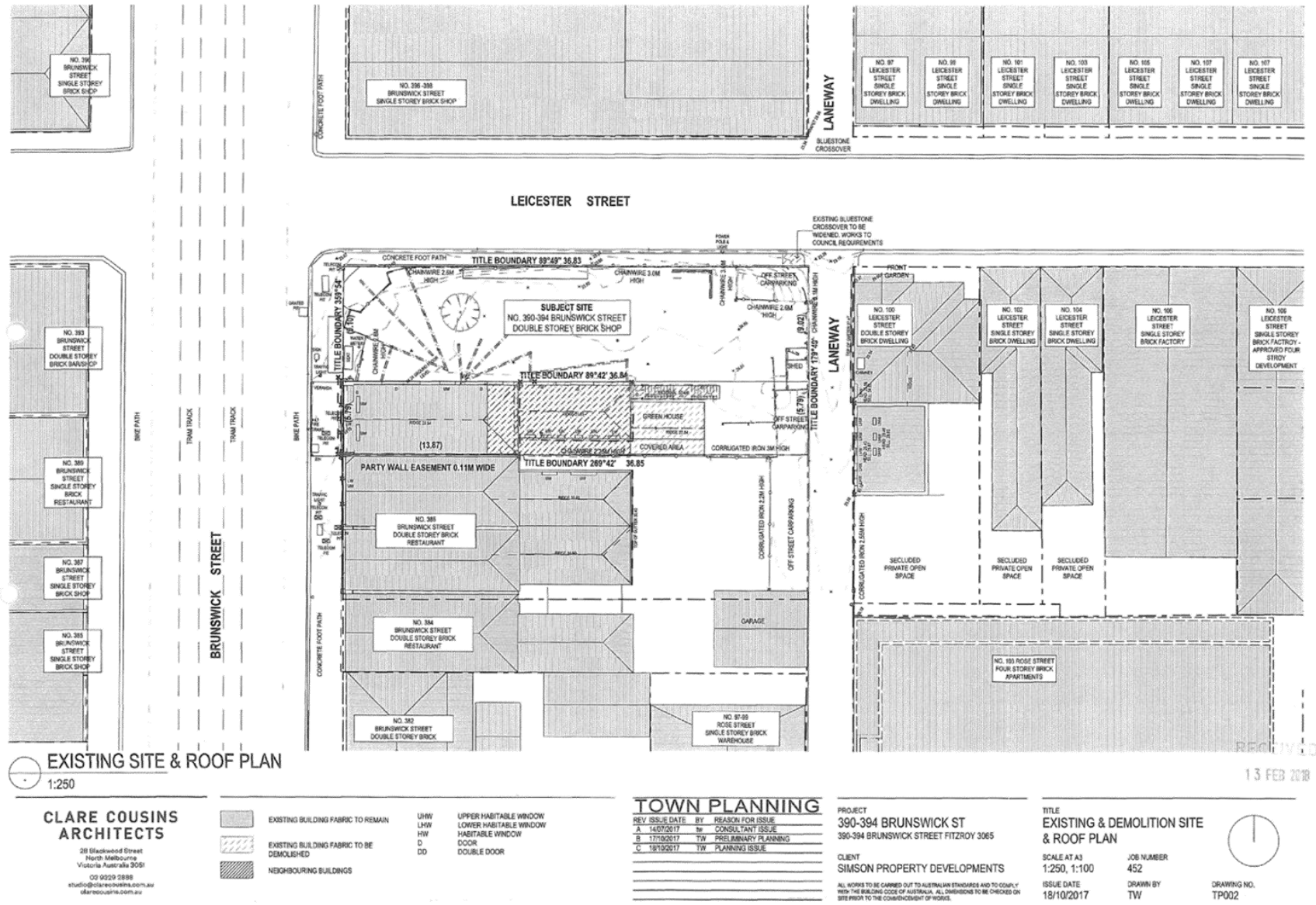
ISSUE DATE
18/10/2017

DRAWN BY
TW

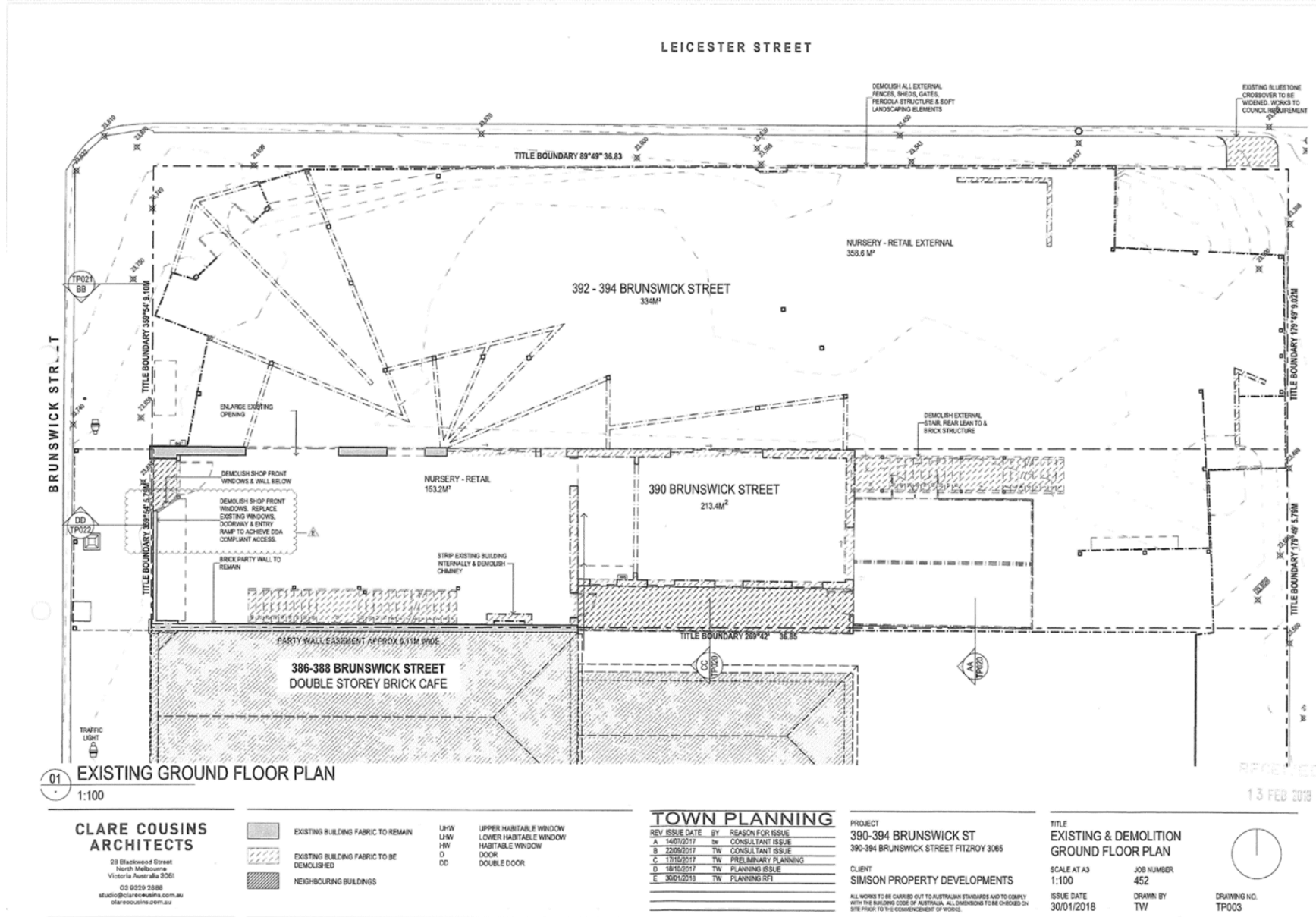
DRAWING NO.
TP001

RECEIVED
13 FEB 2018

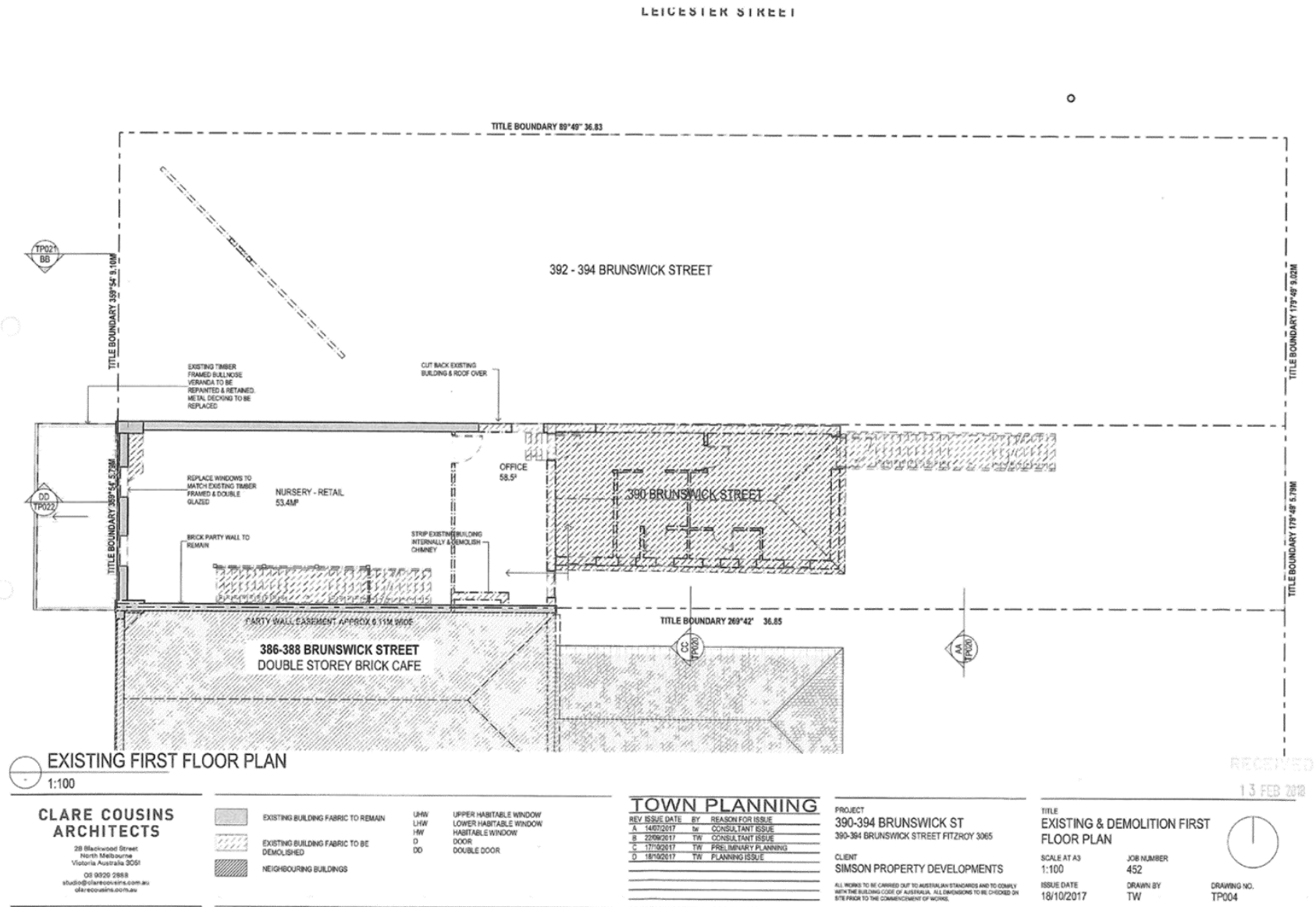
Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



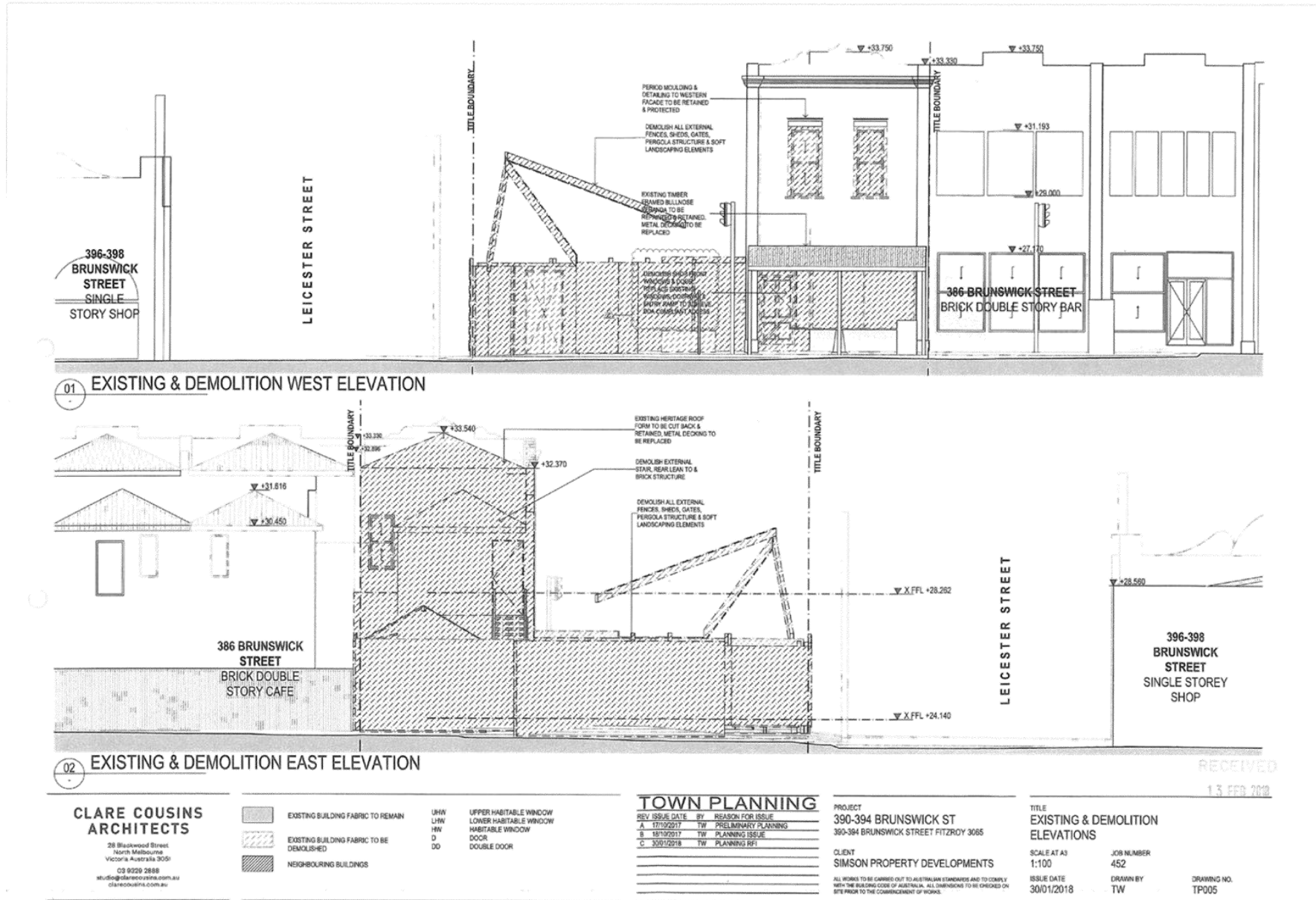
Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



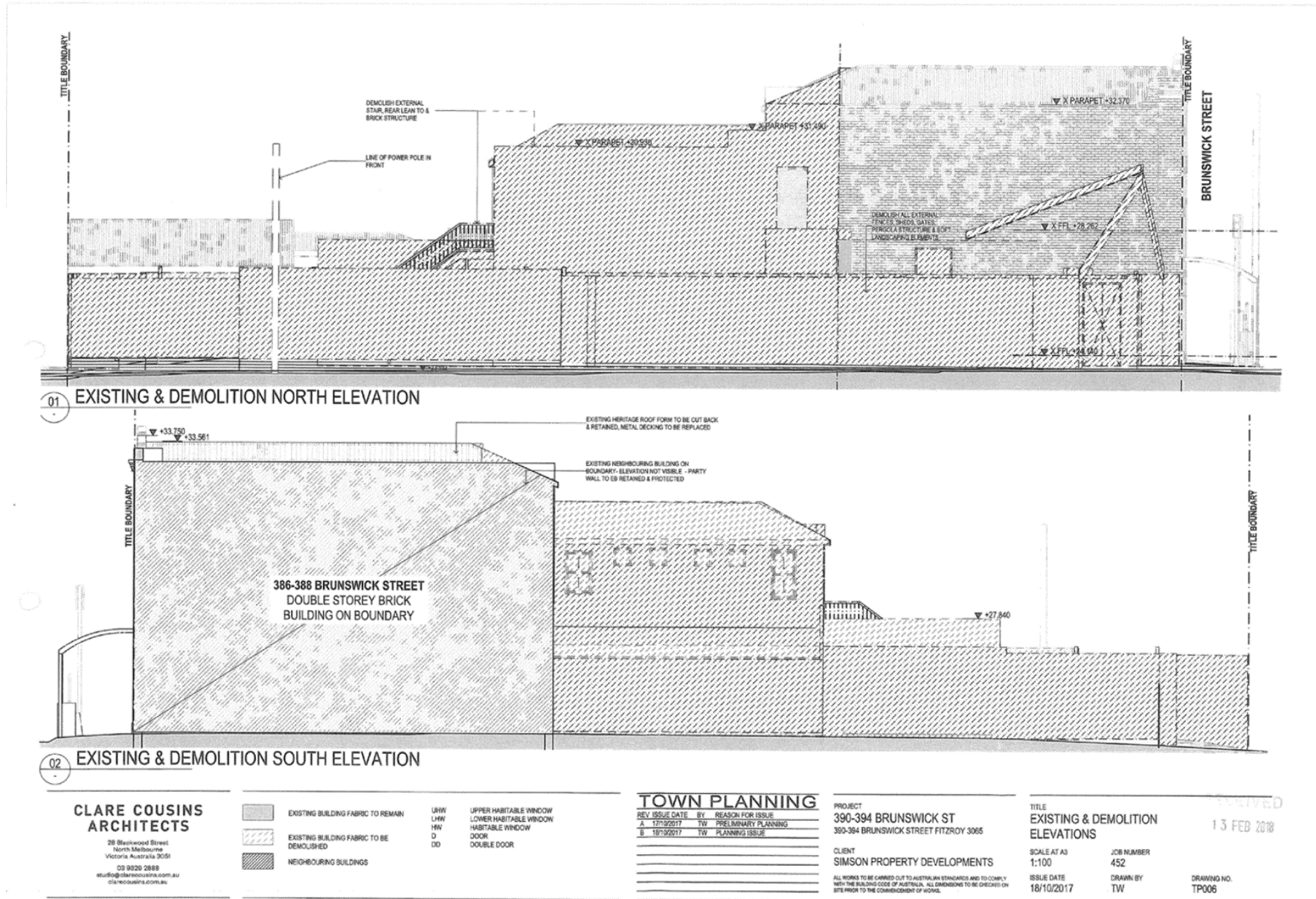
Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



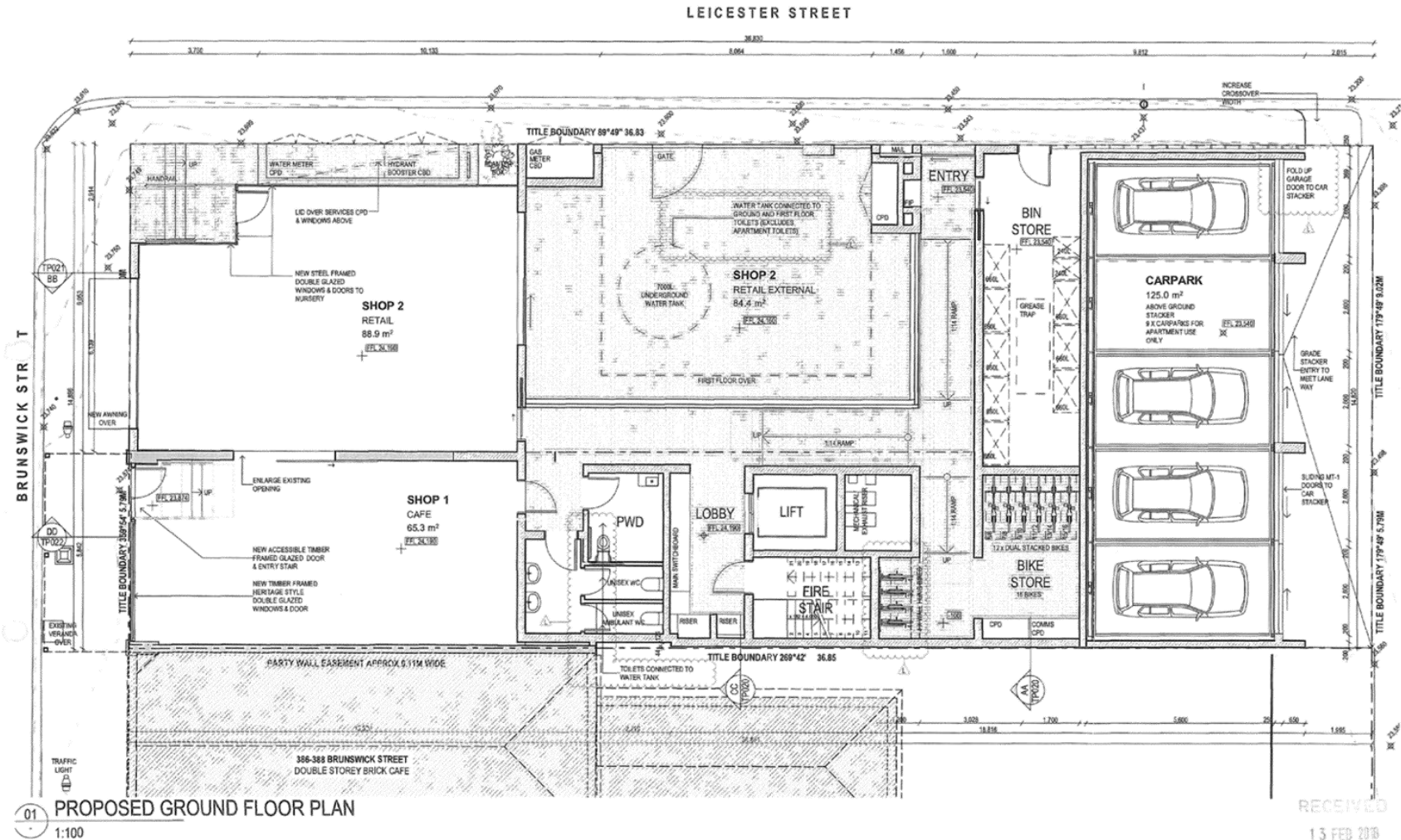
Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



**CLARE COUSINS
ARCHITECTS**

28 Stoddard Street
North Melbourne
Victoria Australia 3061
03 9299 5888
studio@clarecousins.com.au
clarecousins.com.au

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
D	23/06/2017	AN	CLIENT MEETING
E	25/06/2017	TW	CONSULTANT ISSUE
F	26/06/2017	TW	CLIENT MEETING
G	22/08/2017	TW	CONSULTANT ISSUE
H	01/10/2017	TW	CONSULTANT ISSUE
I	12/10/2017	TW	CLIENT MEETING
J	17/10/2017	TW	PRELIMINARY PLANNING
K	16/10/2017	TW	PLANNING ISSUE
L	30/01/2018	TW	PLANNING RFI

PROJECT
**390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065**

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
**PROPOSED GROUND FLOOR
PLAN**

SCALE AT A3
1:100

ISSUE DATE
30/01/2018

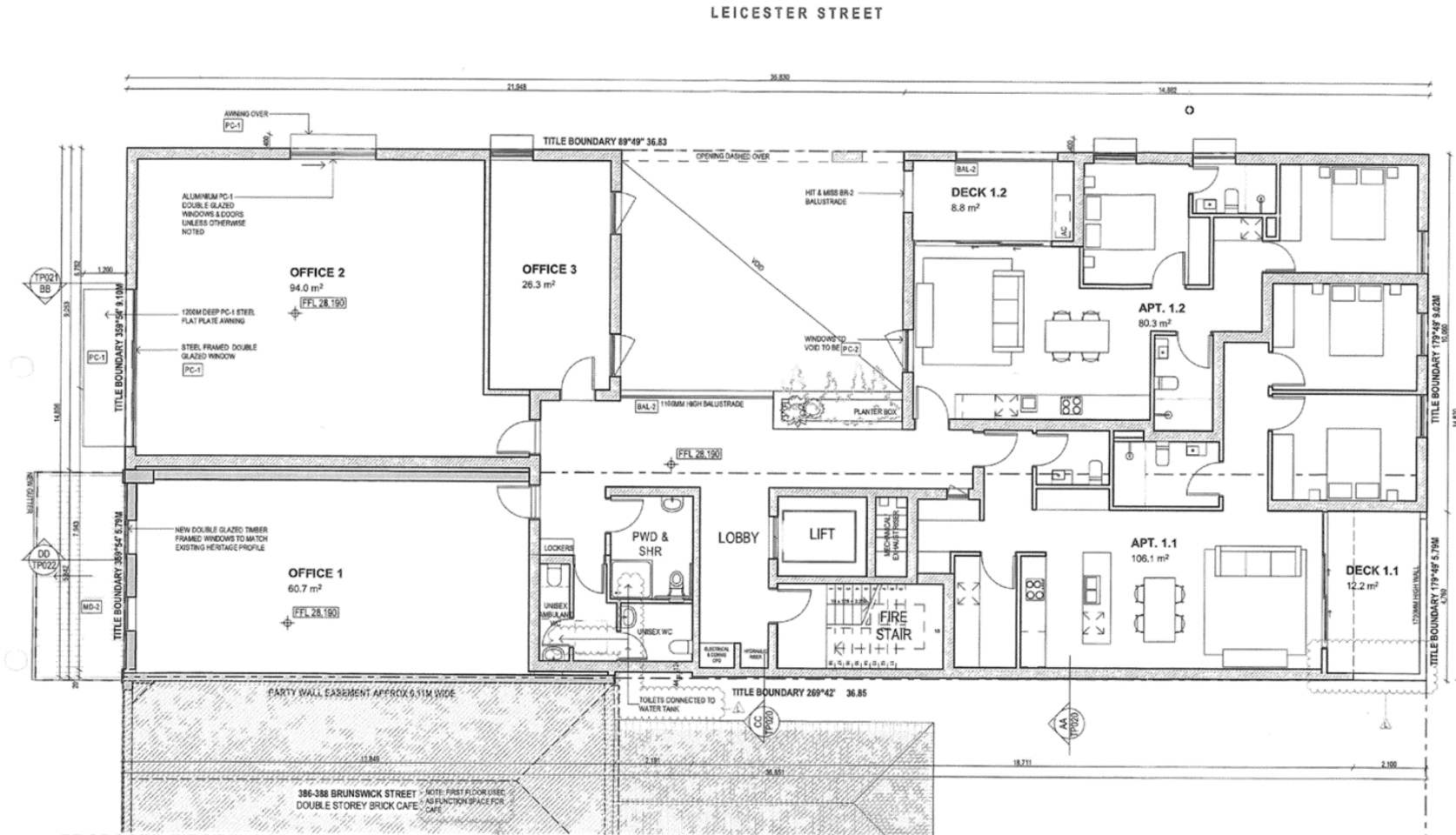
JOB NUMBER
452

DRAWN BY
TW

DRAWING NO.
TP008

RECEIVED
13 FEB 2018

Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



01 PROPOSED FIRST FLOOR PLAN
1:100

CLARE COUSINS
ARCHITECTS

28 Blackwood Street
North Melbourne
Victoria Australia 3061
03 9220 2888
studio@clarecousins.com.au
clarecousins.com.au

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
D	23/08/2017	AN	CLIENT MEETING
E	26/08/2017	TW	CONSULTANT ISSUE
F	26/08/2017	TW	CLIENT MEETING
G	22/09/2017	TW	CONSULTANT ISSUE
H	01/10/2017	TW	CONSULTANT ISSUE
I	12/10/2017	TW	CLIENT MEETING
J	17/10/2017	TW	PRELIMINARY PLANNING
K	18/10/2017	TW	PLANNING ISSUE
L	30/07/2018	TW	PLANNING RFI

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
PROPOSED FIRST FLOOR
PLAN

SCALE AT A3
1:100

ISSUE DATE
30/01/2018

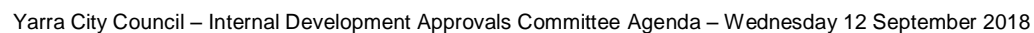
JOB NUMBER
452

DRAWN BY
TW

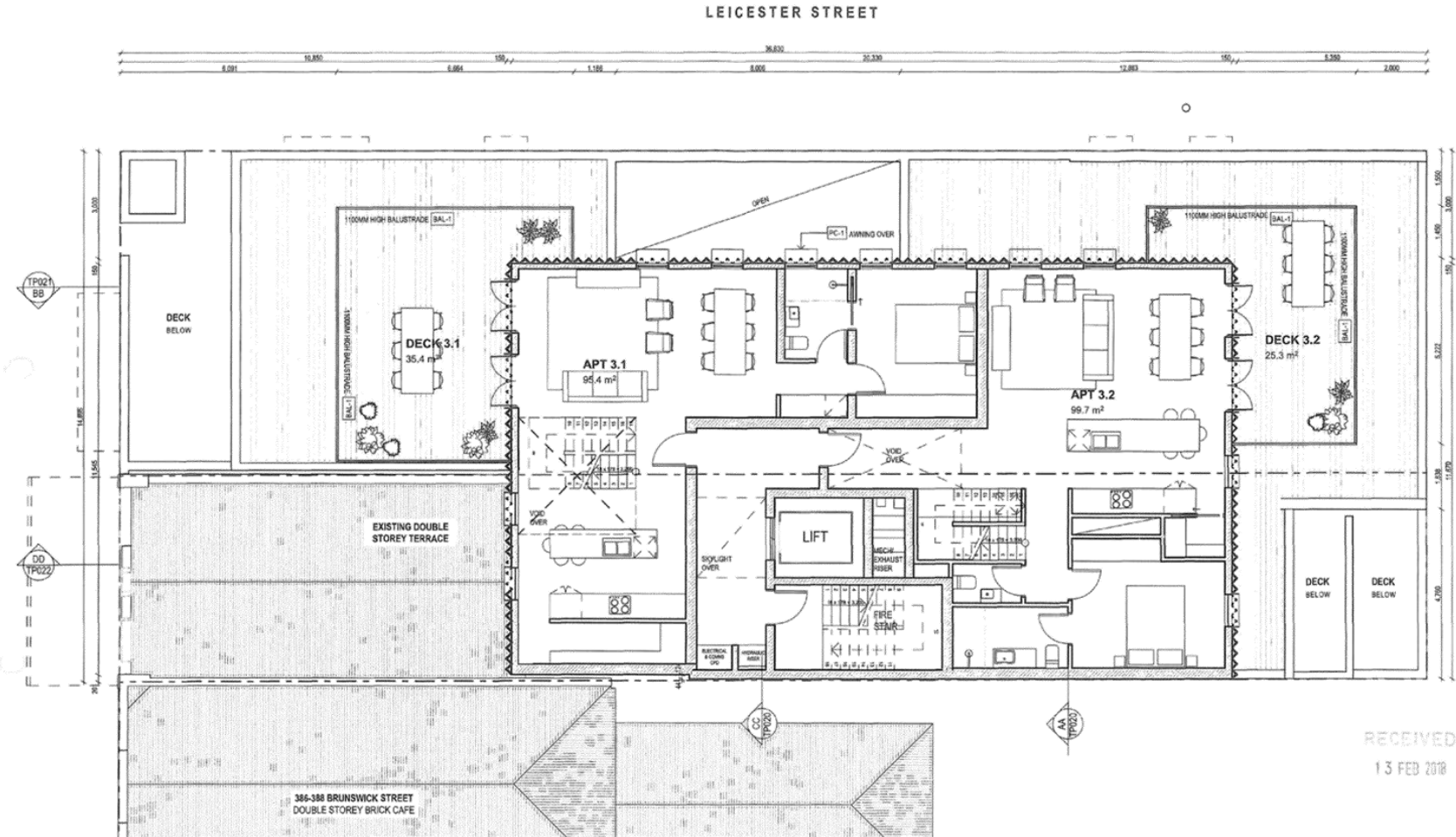
DRAWING NO.
TP009

RECEIVED
13 FEB 2018





Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



01 PROPOSED THIRD FLOOR PLAN
1:100

**CLARE COUSINS
ARCHITECTS**

25 Blackwood Street
Fourth Melbourne
Victoria Australia 3001
03 9029 2888
studio@clarecousins.com.au
clarecousins.com.au

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
B	31/07/2017	TW	CLIENT REVIEW
C	23/06/2017	AN	CLIENT MEETING
D	28/08/2017	TW	CONSULTANT ISSUE
E	23/08/2017	TW	CLIENT MEETING
F	22/09/2017	TW	CONSULTANT ISSUE
G	01/10/2017	TW	CONSULTANT ISSUE
H	12/10/2017	TW	CLIENT MEETING
I	17/10/2017	TW	PRELIMINARY PLANNING
J	18/10/2017	TW	PLANNING ISSUE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
PROPOSED THIRD FLOOR
PLAN

SCALE AT A3
1:100

ISSUE DATE
18/10/2017

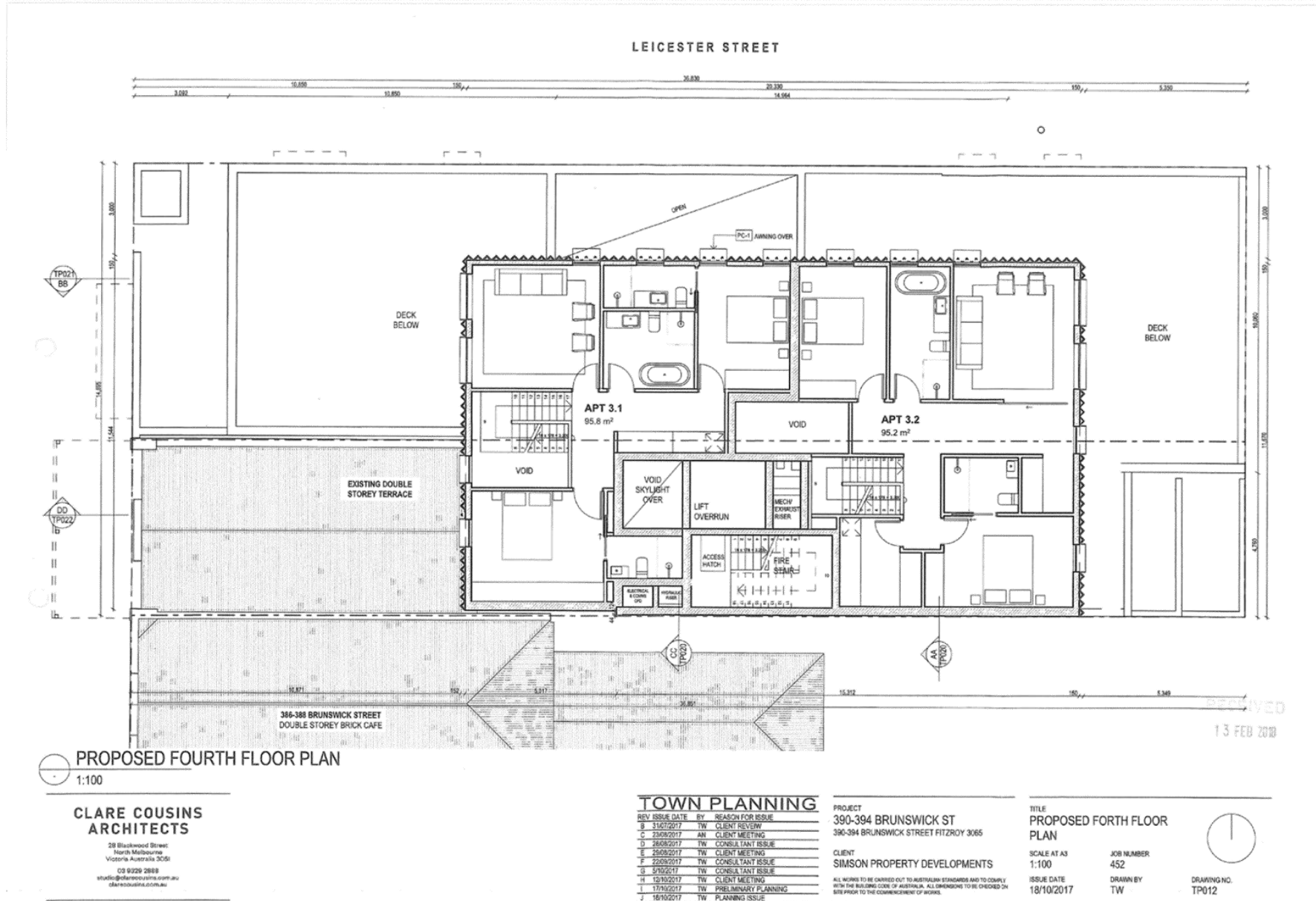
JOB NUMBER
452

DRAWN BY
TW

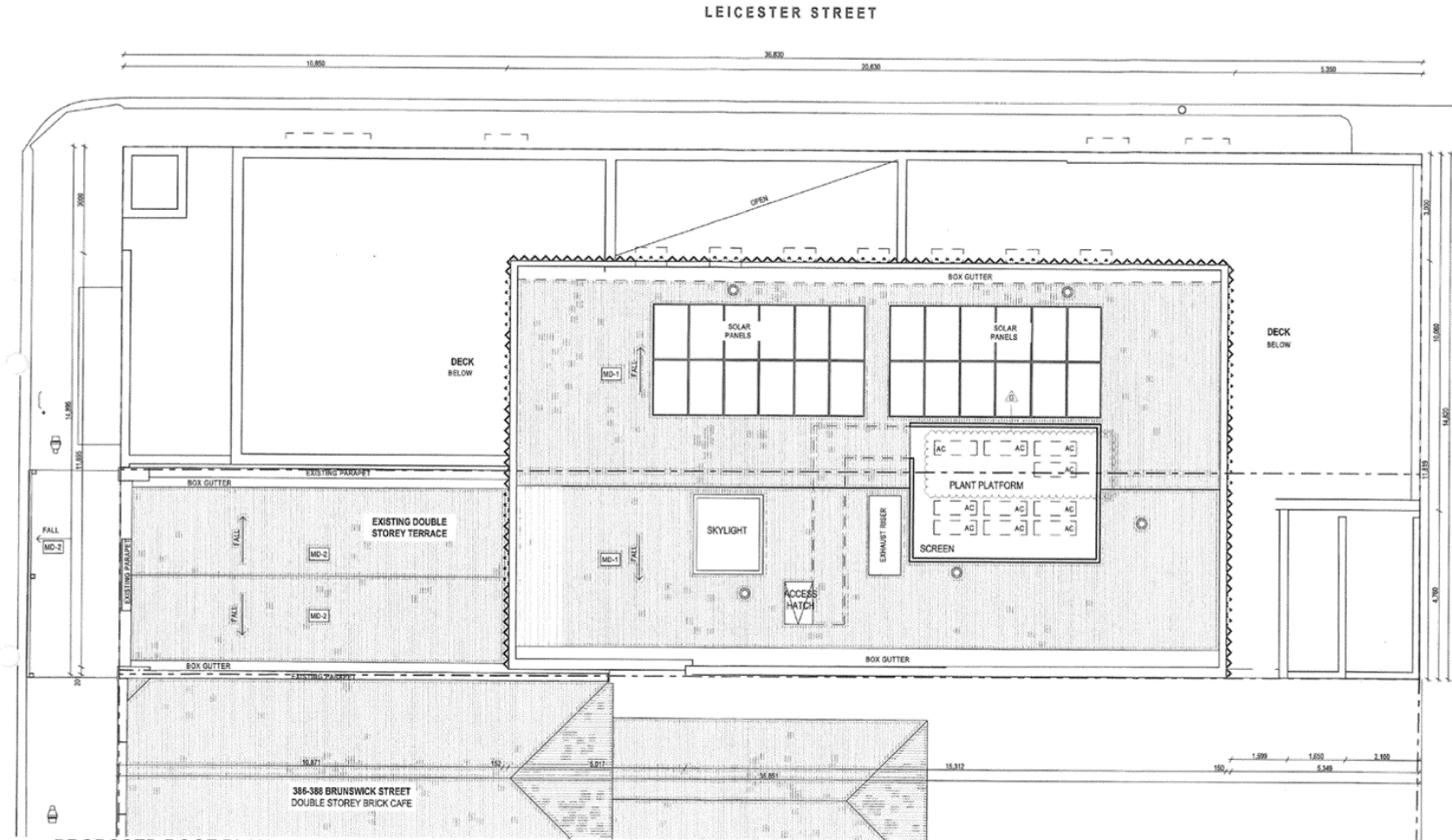
DRAWING NO.
TP011

RECEIVED
13 FEB 2018

Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



PROPOSED ROOF PLAN

1:100

CLARE COUSINS
ARCHITECTS

28 Blackwood Street
North Melbourne
Victoria Australia 3051
03 9250 2888
studio@clarecousins.com.au
clarecousins.com.au

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
A	14/07/2017	tw	CONSULTANT ISSUE
B	31/07/2017	TW	CLIENT REVIEW
C	07/08/2017	TW	CONSULTANT ISSUE
D	12/10/2017	TW	CLIENT MEETING
E	17/10/2017	TW	PRELIMINARY PLANNING
F	18/10/2017	TW	PLANNING ISSUE
G	20/11/2018	TW	PLANNING RPT

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
PROPOSED ROOF PLAN

SCALE AT A3
1:100
JOB NUMBER
452
ISSUE DATE
30/01/2018
DRAWN BY
TW
DRAWING NO.
TP013

RECEIVED
13 FEB 2018



Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



RECEIVED
13 FEB 2018

**CLARE COUSINS
ARCHITECTS**

28 Blackwood Street
North Melbourne
Victoria Australia 3061
03 9239 2888
studio@clarecousins.com.au
clarecousins.com.au

BAL-1	WHITE METAL ROD BALUSTRADE	GL-2	OBSCURE GLASS - MAXIMUM 20% TRANSPARENCY
BAL-2	RED METAL ROD BALUSTRADE	MD-2	ZINCALUME CORRUGATED IRON ROOFING
BR-1	OFF WHITE MASONRY BLOCK	MD-1	ZINCALUME CORRUGATED TRIMDECK ROOFING
BR-2	RED BRICK	MT-1	WHITE PERFORATED METAL SCREEN
CD-1	METAL CLADDING - COLOURBOND SURFMIST	P-1	PAIN FINISH - WHITE
CN-1	PRECAST CONCRETE - RAW GREY FINISH	P-2	PAINT FINISH - CHARCOAL
CN-2	TEXTURED PRECAST CONCRETE	P-3	METAL FINISH - POWDERCOAT OR SITE PAINT - WHITE
GL-1	CLEAR GLASS	P-2	METAL FINISH - POWDERCOAT OR SITE PAINT - RED

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
B	31/07/2017	TW	CLIENT REVIEW
C	23/08/2017	AW	CLIENT MEETING
D	29/08/2017	TW	CLIENT MEETING
E	22/09/2017	TW	CONSULTANT ISSUE
F	01/10/2017	TW	CONSULTANT ISSUE
G	12/10/2017	TW	CLIENT MEETING
H	17/10/2017	TW	PRELIMINARY PLANNING
I	18/10/2017	TW	PLANNING ISSUE
J	30/01/2018	TW	PLANNING RFI

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
WEST ELEVATION

SCALE AT A3
1:100
JOB NUMBER
452
ISSUE DATE
30/01/2018
DRAWN BY
TW
DRAWING NO.
TP016

Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



NORTH ELEVATION - LEICESTER STREET

1:100

CLARE COUSINS
ARCHITECTS

28 Blackwood Street
North Melbourne
Victoria Australia 3051
03 9329 2888
studio@clarecousins.com.au
clarecousins.com.au

BAL-1	WHITE METAL ROD BALUSTRADE	GL-2	OBSCURE GLASS - MAXIMUM 25% TRANSPARENCY
BAL-2	RED METAL ROD BALUSTRADE	MD-2	ZINCALUME CORRUGATED IRON ROOFING
BR-1	OFF WHITE MASONRY BLOCK	MD-1	ZINCALUME CORRUGATED TRIMDECK ROOFING
BR-2	RED BRICK	MT-1	WHITE PERFORATED METAL SCREEN
CD-1	METAL CLADDING - COLOURBOND SURFIMIST	P-1	PAIN FINISH - WHITE
CM-1	PRECAST CONCRETE - RAW GREY FINISH	P-2	PAIN FINISH - CHARCOAL
CM-2	TEXTURED PRECAST CONCRETE	PC-1	METAL FINISH - POWDERCOAT OR SITE PAINT - WHITE
GL-1	CLEAR GLASS	PC-2	METAL FINISH - POWDERCOAT OR SITE PAINT - RED

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
A	14/07/2017	MP	CONSULTANT ISSUE
B	14/07/2017	TW	CLIENT REVIEW
C	23/08/2017	AN	CLIENT MEETING
D	28/08/2017	TW	CONSULTANT ISSUE
E	22/09/2017	TW	CONSULTANT ISSUE
F	16/10/2017	TW	CONSULTANT ISSUE
G	12/10/2017	TW	CLIENT MEETING
H	17/10/2017	TW	PRELIMINARY PLANNING
I	18/10/2017	TW	PLANNING ISSUE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3005

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
NORTH ELEVATION

SCALE AT A3
1:100

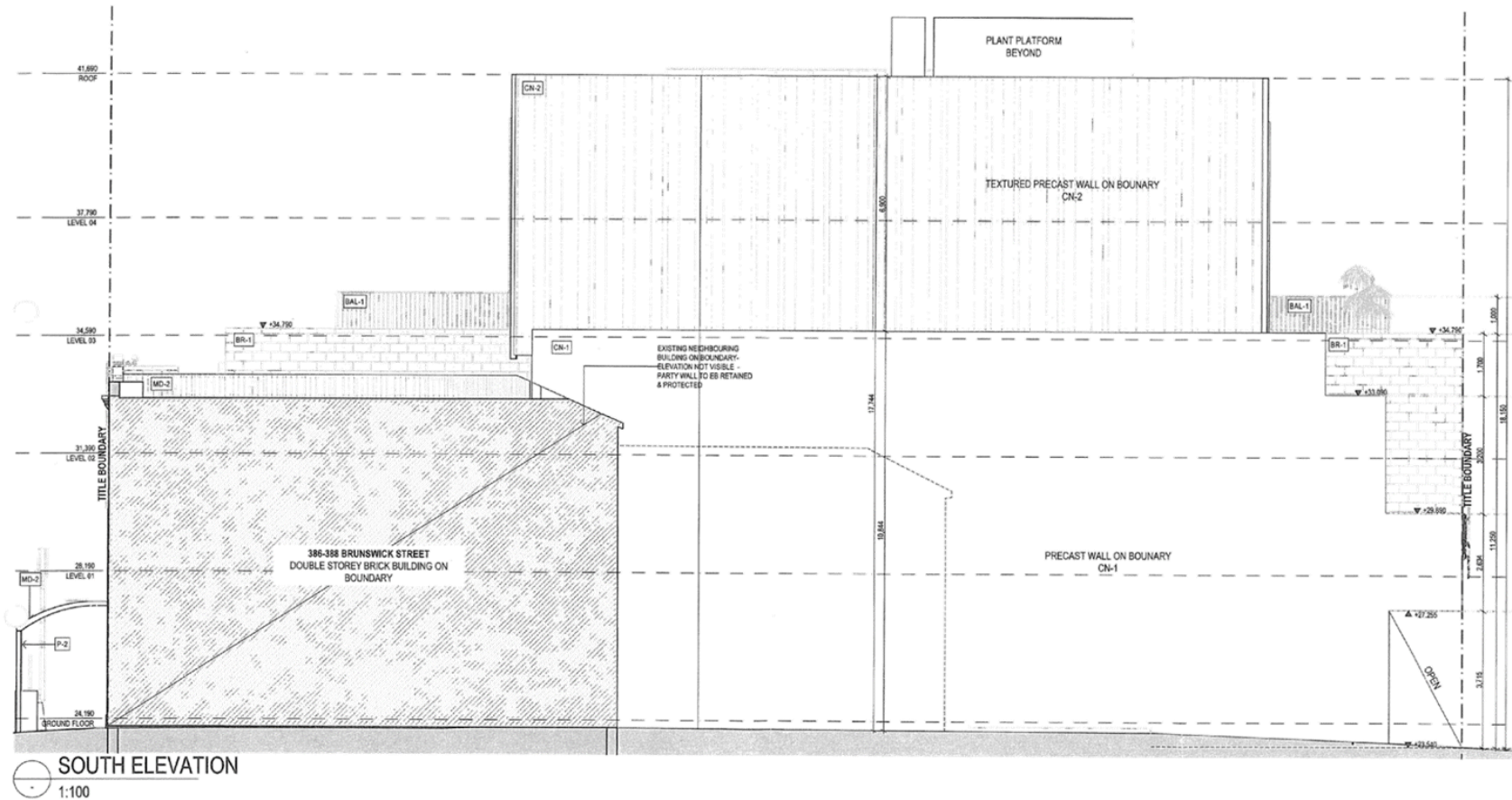
ISSUE DATE
18/10/2017

JOB NUMBER
452

DRAWN BY
TW

DRAWING NO.
TP017

Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations

CLARE COUSINS
ARCHITECTS

28 Blackwood Street
North Melbourne
Victoria Australia 3061
03 9236 2888
studio@clarecousins.com.au
clarecousins.com.au

BAL-1	WHITE METAL ROD BALUSTRADE	GL-2	OBSCURE GLASS - MAXIMUM 25% TRANSPARENCY
BAL-2	RED METAL ROD BALUSTRADE	MD-2	ZINCALUME CORRUGATED IRON ROOFING
BR-1	OFF WHITE MASONRY BLOCK	MD-1	ZINCALUME CORRUGATED TRIMDECK ROOFING
BR-2	RED BRICK	MT-1	WHITE PERFORATED METAL SCREEN
CD-1	METAL CLADDING - COLOURBOND SURFMIST	P-1	PAINT FINISH - WHITE
CN-1	PRECAST CONCRETE - RAW GREY FINISH	P-2	PAINT FINISH - CHARCOAL
CN-2	TEXTURED PRECAST CONCRETE	PC-1	METAL FINISH - POWDERCOAT OR SITE PAINT - WHITE
GL-1	CLEAR GLASS	PC-2	METAL FINISH - POWDERCOAT OR SITE PAINT - RED

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
A	14/07/2017	tw	CONSULTANT ISSUE
B	11/07/2017	tw	CLIENT REVIEW
C	20/08/2017	tw	CLIENT MEETING
D	22/09/2017	tw	CONSULTANT ISSUE
E	07/10/2017	tw	CONSULTANT ISSUE
F	12/10/2017	tw	CLIENT MEETING
G	17/10/2017	tw	PRELIMINARY PLANNING
H	18/10/2017	tw	PLANNING ISSUE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
SOUTH ELEVATION

SCALE AT A3
1:100

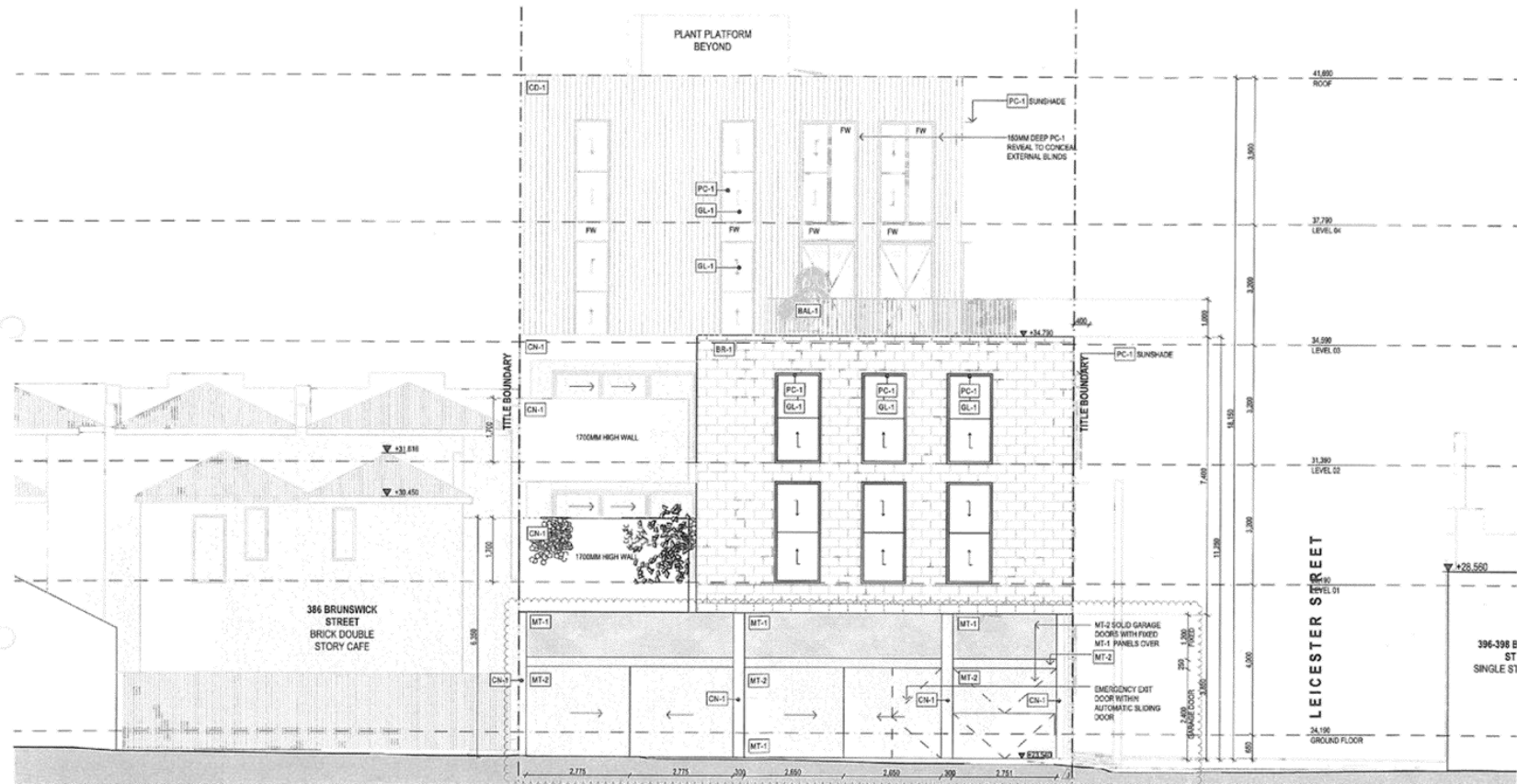
ISSUE DATE
18/10/2017

JOB NUMBER
452

DRAWN BY
TW

DRAWING NO.
TP018

Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



EAST ELEVATION
1:100

CLARE COUSINS ARCHITECTS

28 Blackwood Street
North Melbourne
Victoria Australia 3061
03 9299 2888
studio@clarecousins.com.au
clarecousins.com.au

BAL-1	WHITE METAL ROD BALUSTRADE
BAL-2	RED METAL ROD BALUSTRADE
BR-1	OFF WHITE MASONRY BLOCK
BR-2	RED BRICK
CD-1	METAL CLADDING - COLOURBOND SURFIMIST
CN-1	PRECAST CONCRETE - RAW GREY FINISH
CN-2	TEXTURED PRECAST CONCRETE
GL-1	CLEAR GLASS

GL-2	OBSCURE GLASS - MAXIMUM 25% TRANSPARENCY
MD-2	ZINCALUME CORRUGATED IRON ROOFING
MD-1	ZINCALUME CORRUGATED TRIMDECK ROOFING
MT-1	WHITE PERFORATED METAL SCREEN
P-1	PAINT FINISH - WHITE
P-2	PAINT FINISH - CHARCOAL
PC-1	METAL FINISH - POWDERCOAT OR SITE PAINT - WHITE
PC-2	METAL FINISH - POWDERCOAT OR SITE PAINT - RED

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
B	3/10/2017	TW	CLIENT REVIEW
C	2/10/2017	AW	CLIENT MEETING
D	2/10/2017	TW	CLIENT MEETING
E	22/09/2017	TW	CONSULTANT ISSUE
F	6/10/2017	TW	CONSULTANT ISSUE
G	12/10/2017	TW	CLIENT MEETING
H	17/10/2017	TW	PRELIMINARY PLANNING
I	18/10/2017	TW	PLANNING ISSUE
J	30/10/2018	TW	PLANNING RFI

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
EAST ELEVATION

SCALE AT A3
1:100

ISSUE DATE
30/01/2018

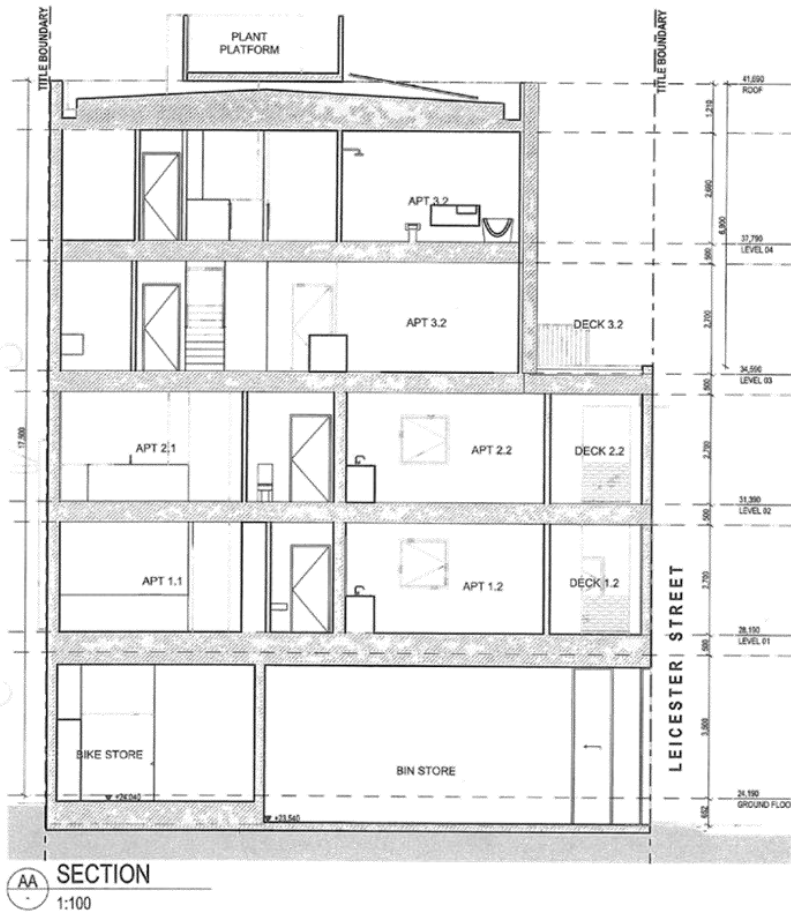
JOB NUMBER
452

DRAWN BY
TW

DRAWING NO.
TP019

RECEIVED
13 FEB 2018

Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



**CLARE COUSINS
ARCHITECTS**

28 Blackwood Street
North Melbourne
Victoria Australia 3051
03 9929 2888
studio@clarecousins.com.au
clarecousins.com.au



TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
A	14/07/2017	tw	CONSULTANT ISSUE
B	31/07/2017	tw	CLIENT REVIEW
C	01/08/2017	tw	CONSULTANT ISSUE
D	12/10/2017	tw	CLIENT MEETING
E	17/10/2017	tw	PRELIMINARY PLANNING
F	18/10/2017	tw	PLANNING ISSUE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

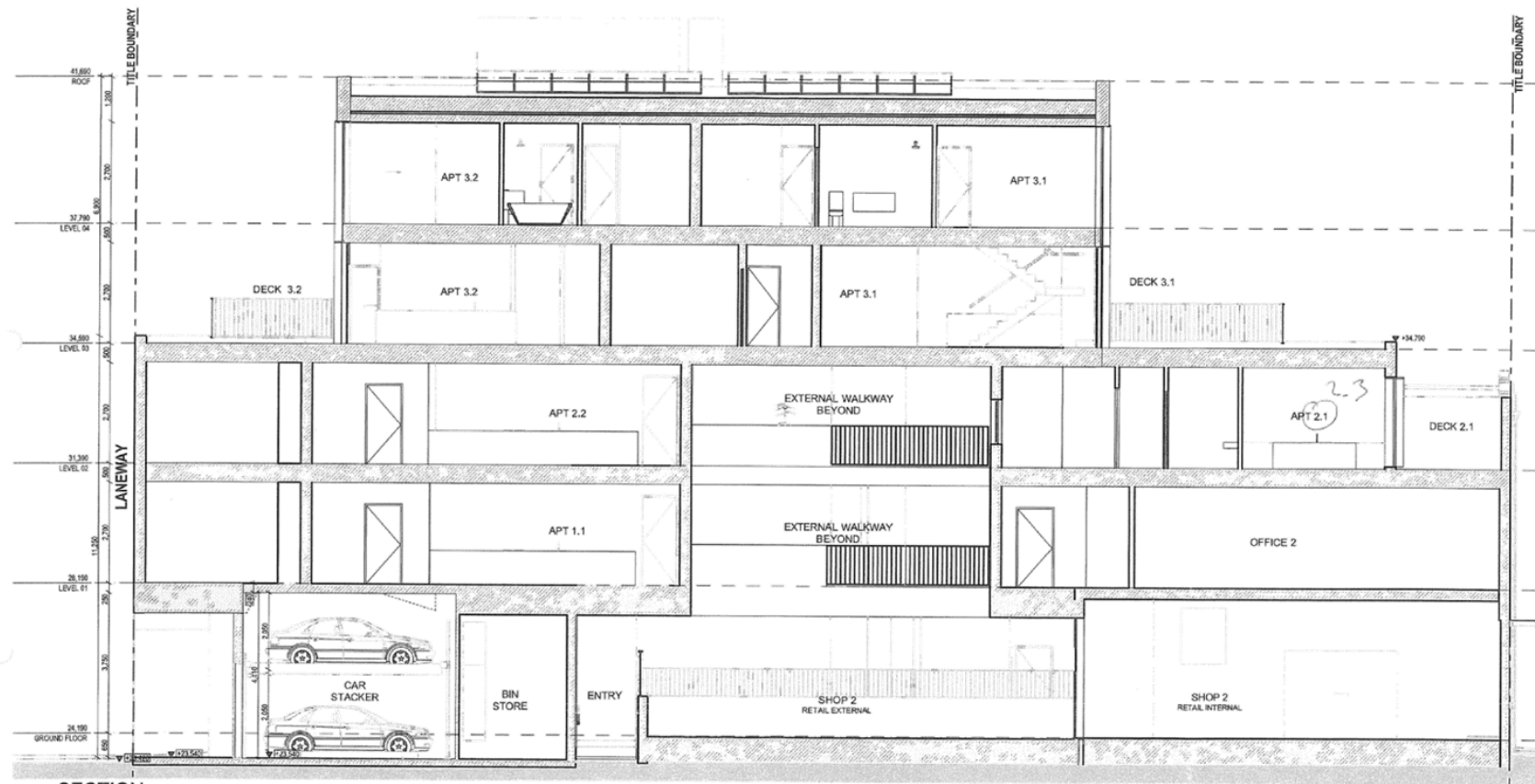
TITLE
SECTION AA & CC

SCALE AT A3
1:100
JOB NUMBER
452
ISSUE DATE
18/10/2017
DRAWN BY
TW

DRAWING NO.
TP020

RECEIVED
13 FEB 2018

Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



BB SECTION
1:100

CLARE COUSINS
ARCHITECTS

28 Blackwood Street
North Melbourne
Victoria Australia 3061
03 9320 2888
studio@clarecousins.com.au
clarecousins.com.au

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
A	14/07/2017	MP	CONSULTANT ISSUE
B	11/07/2017	TW	CLIENT REVIEW
C	22/08/2017	AN	CLIENT MEETING
D	22/09/2017	TW	CONSULTANT ISSUE
E	01/10/2017	TW	CONSULTANT ISSUE
F	13/10/2017	TW	CLIENT MEETING
G	17/10/2017	TW	PRELIMINARY PLANNING
H	18/10/2017	TW	PLANNING ISSUE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
SECTION BB

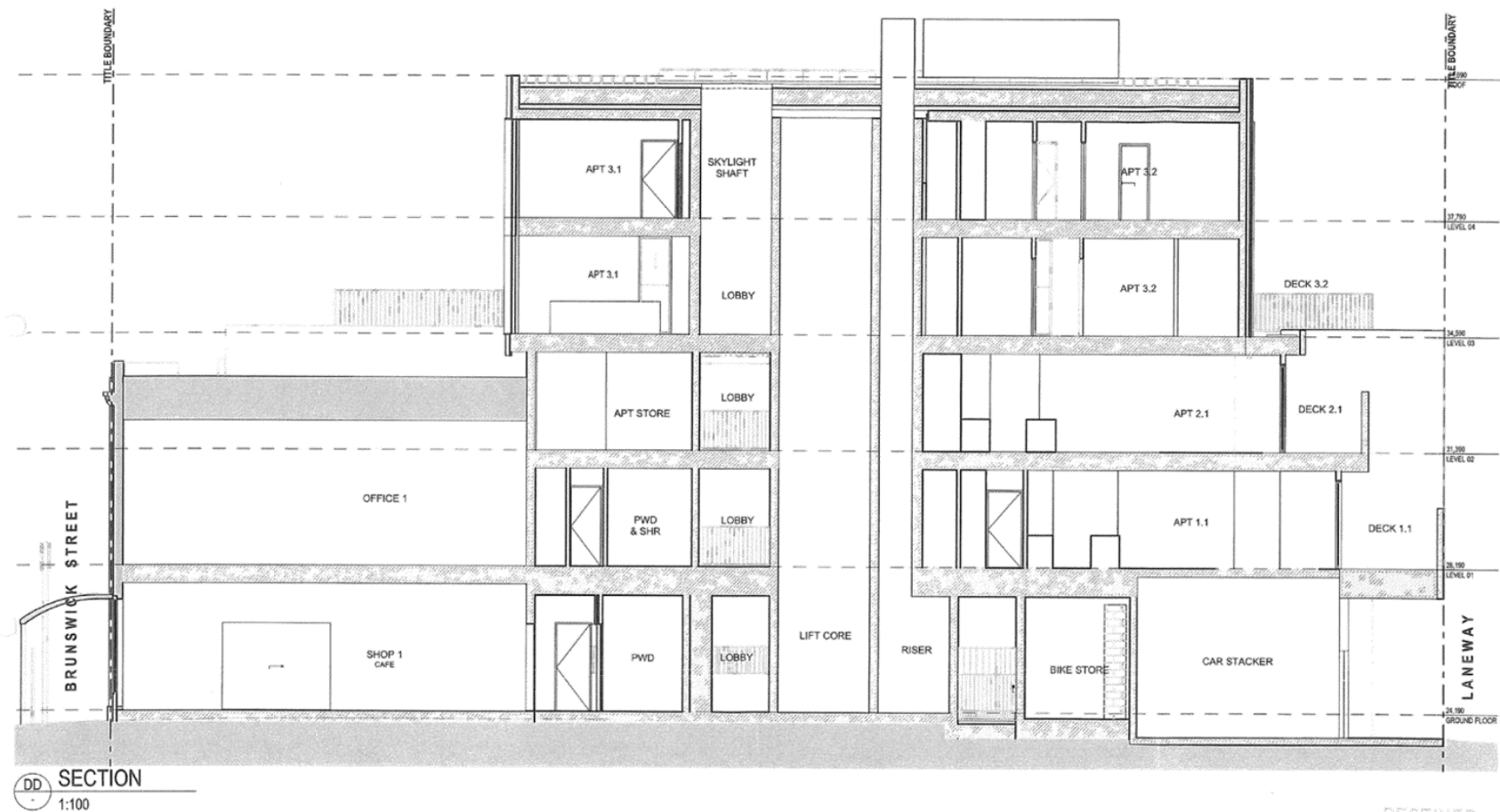
SCALE AT A3
1:100
ISSUE DATE
18/10/2017

JOB NUMBER
452
DRAWN BY
TW

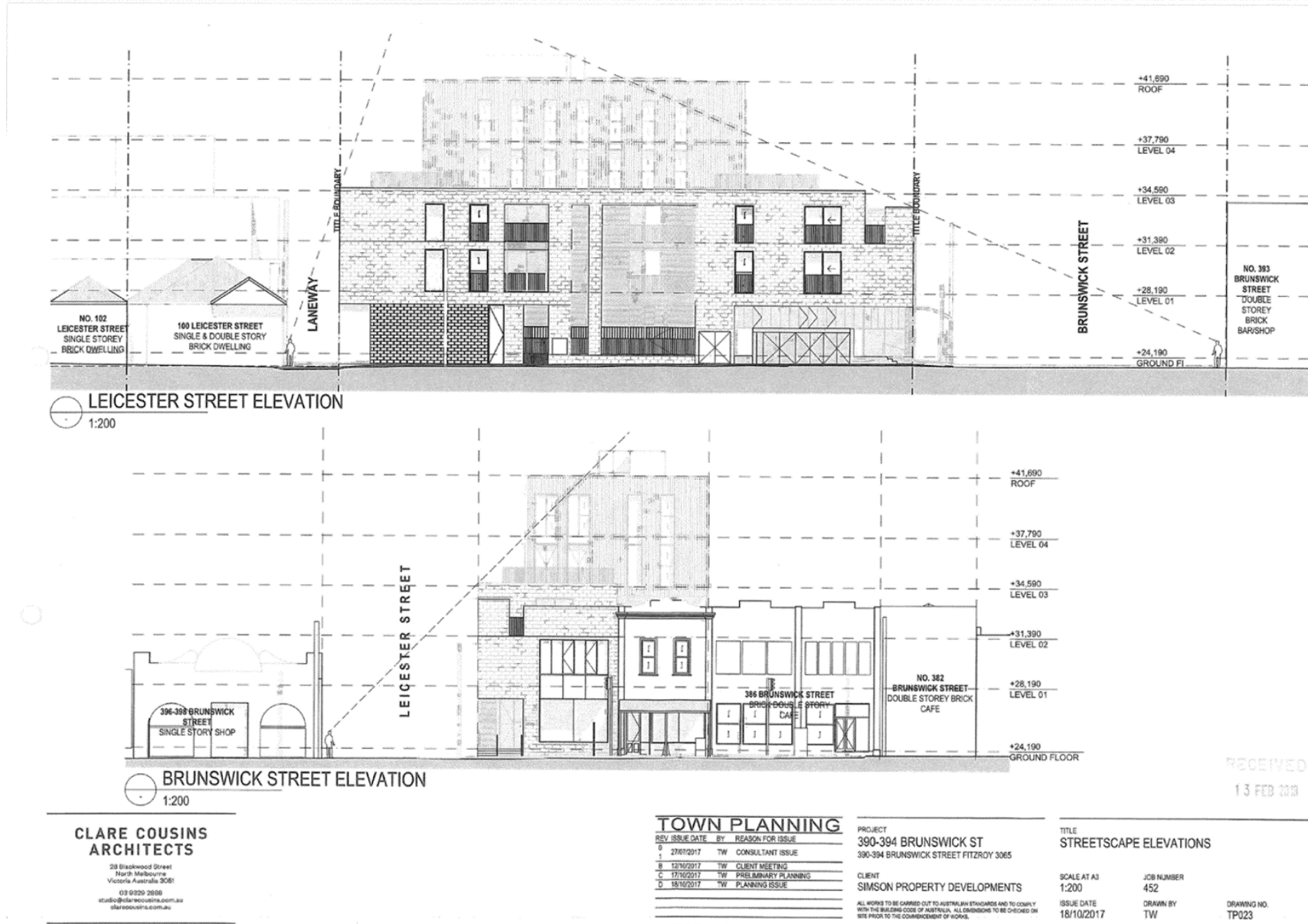
DRAWING NO.
TP021

RECEIVED
13 FEB 2018

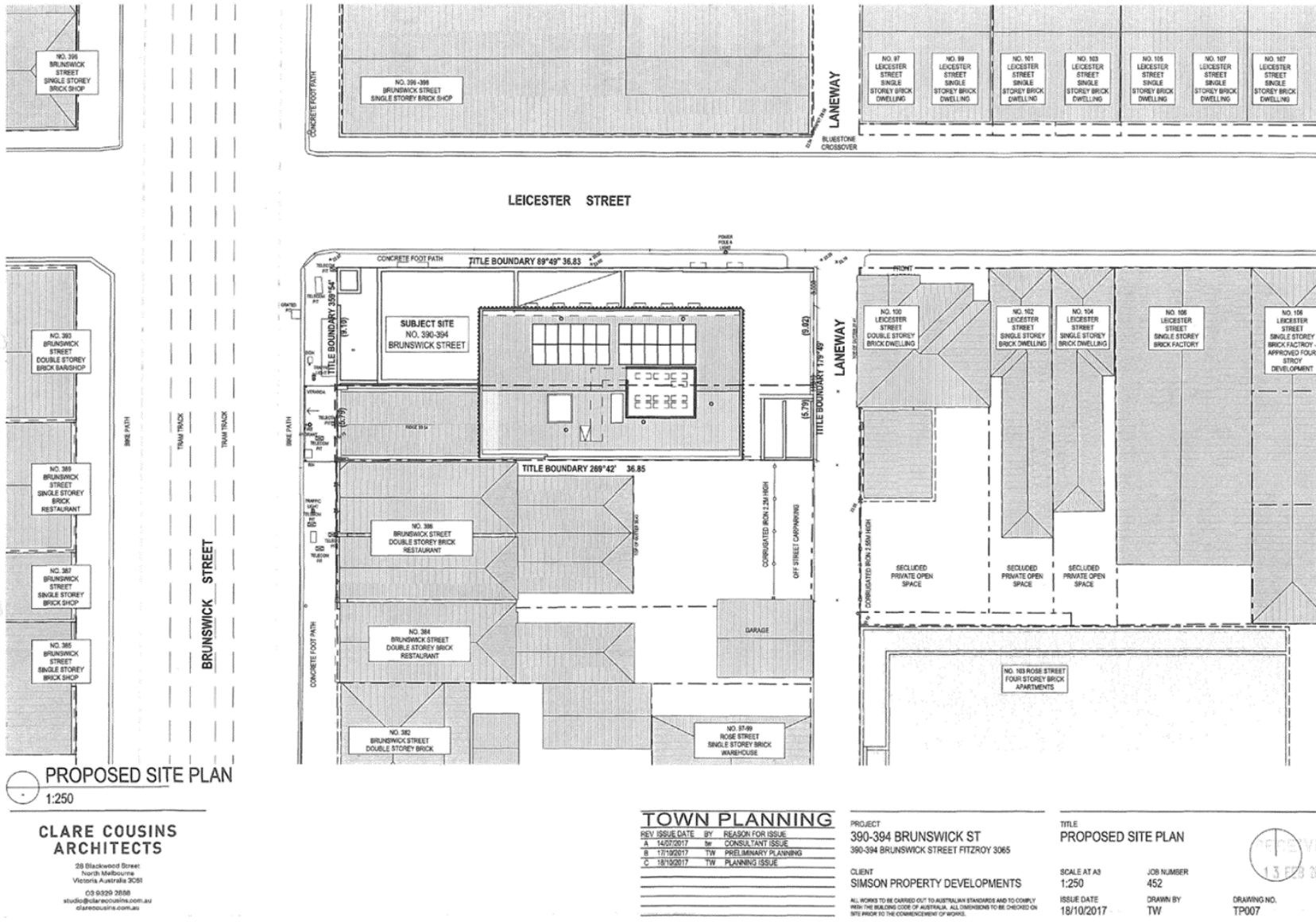
Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



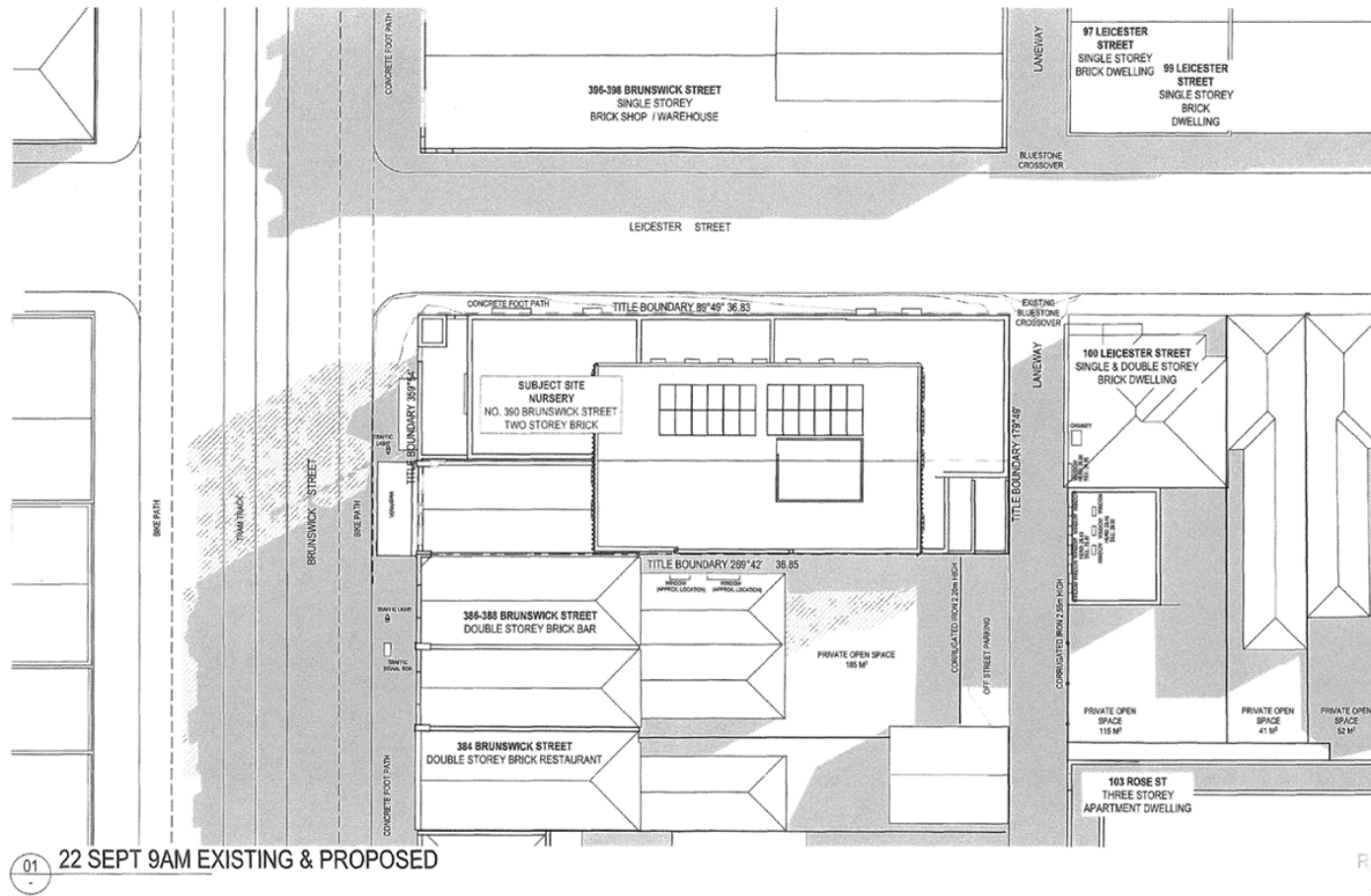
Attachment 1 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Floor plans and elevations



Attachment 2 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Shadow diagrams



Attachment 2 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Shadow diagrams



**CLARE COUSINS
ARCHITECTS**

28 Blackwood Street
North Melbourne
Victoria Australia 3061
03 9020 2888
studio@clarecousins.com.au
clarecousins.com.au

LEGEND

- SHADOWS CAST FROM EXISTING BUILDINGS
- ADDITIONAL SHADOWS CAST FROM PROPOSED DEVELOPMENT

SHADOW SUMMARY

- NO. 100 LEICESTER ST- 22 SEPT 9AM**
- EXISTING AREA UNSHADED SPACE- 50.0 M²
 - PROPOSED AREA UNSHADED SPACE- 50.0M²
 - ADDITIONAL OVERSHADOWING- 0M²
- NO. 102 LEICESTER ST- 22 SEPT 9AM**
- EXISTING AREA UNSHADED SPACE- 19.5M²
 - PROPOSED AREA UNSHADED SPACE- 19.5M²
 - ADDITIONAL OVERSHADOWING- 0M²

TOWN PLANNING

REV. ISSUE DATE BY REASON FOR ISSUE
A 17/10/2017 TW PRELIMINARY PLANNING
B 18/10/2017 TW PLANNING ISSUE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
SHADOW DIAGRAMS - 9AM

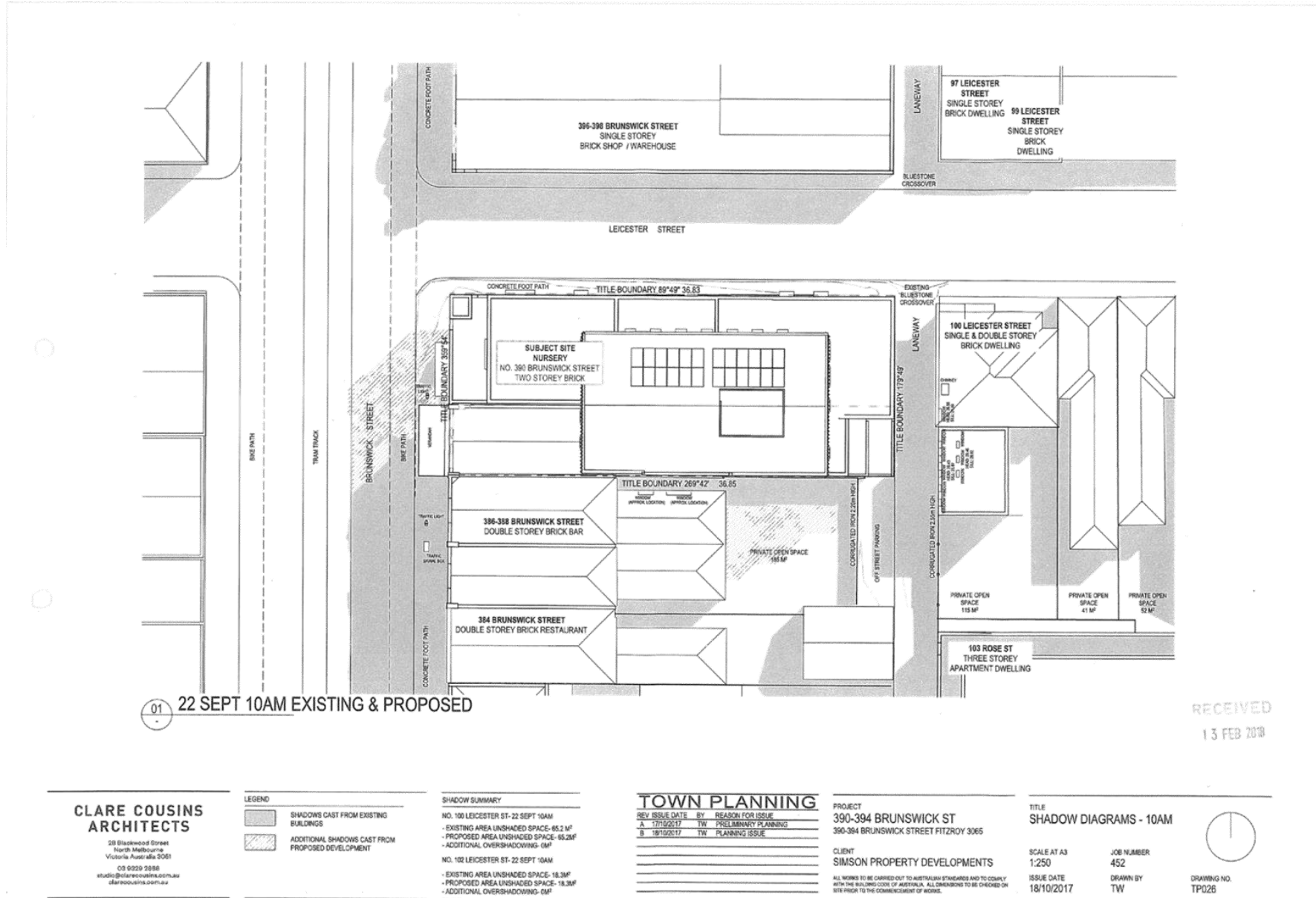
SCALE AT A3
1:250
ISSUE DATE
18/10/2017

JOB NUMBER
452
DRAWN BY
TW

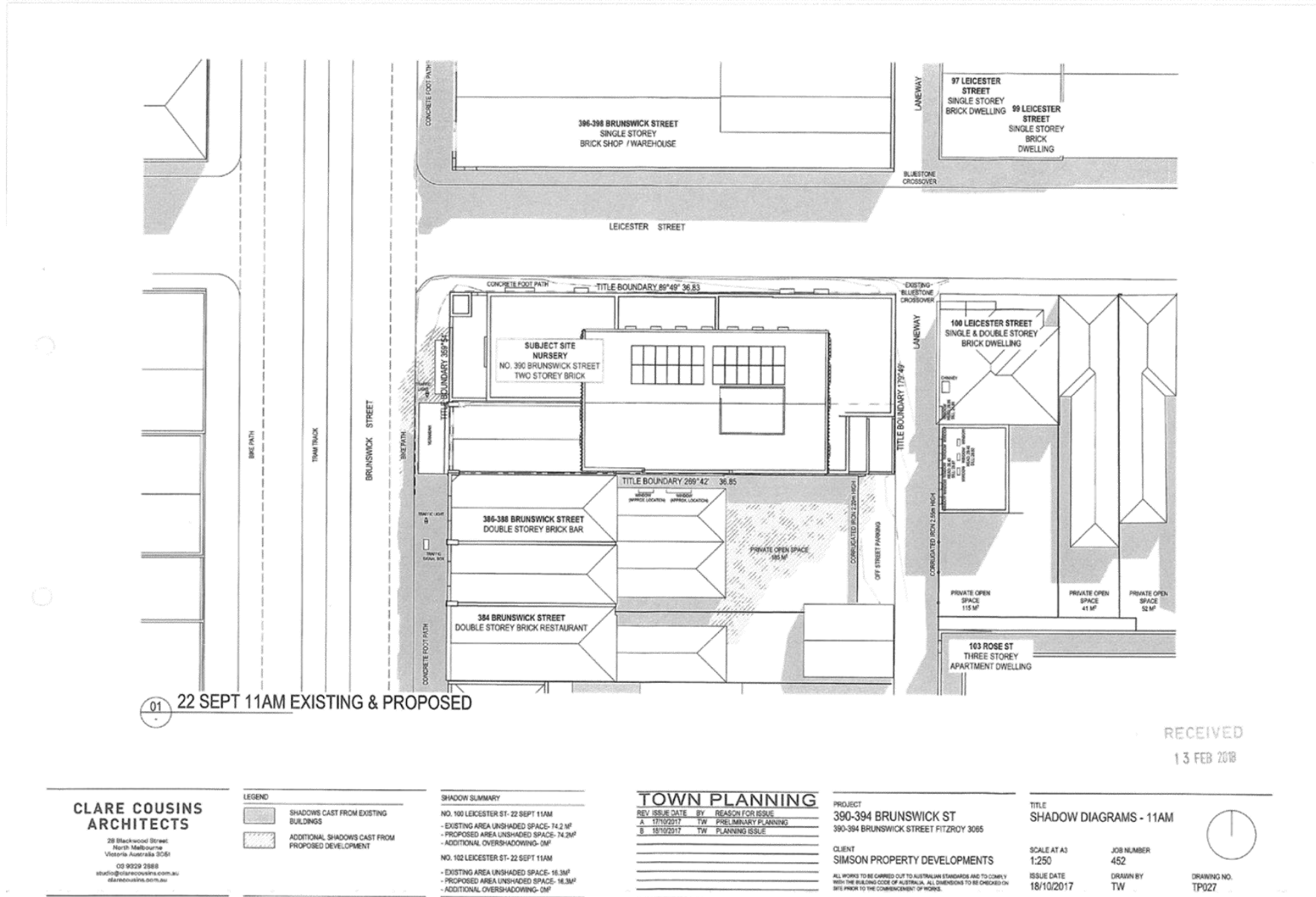
DRAWING NO.
TP025



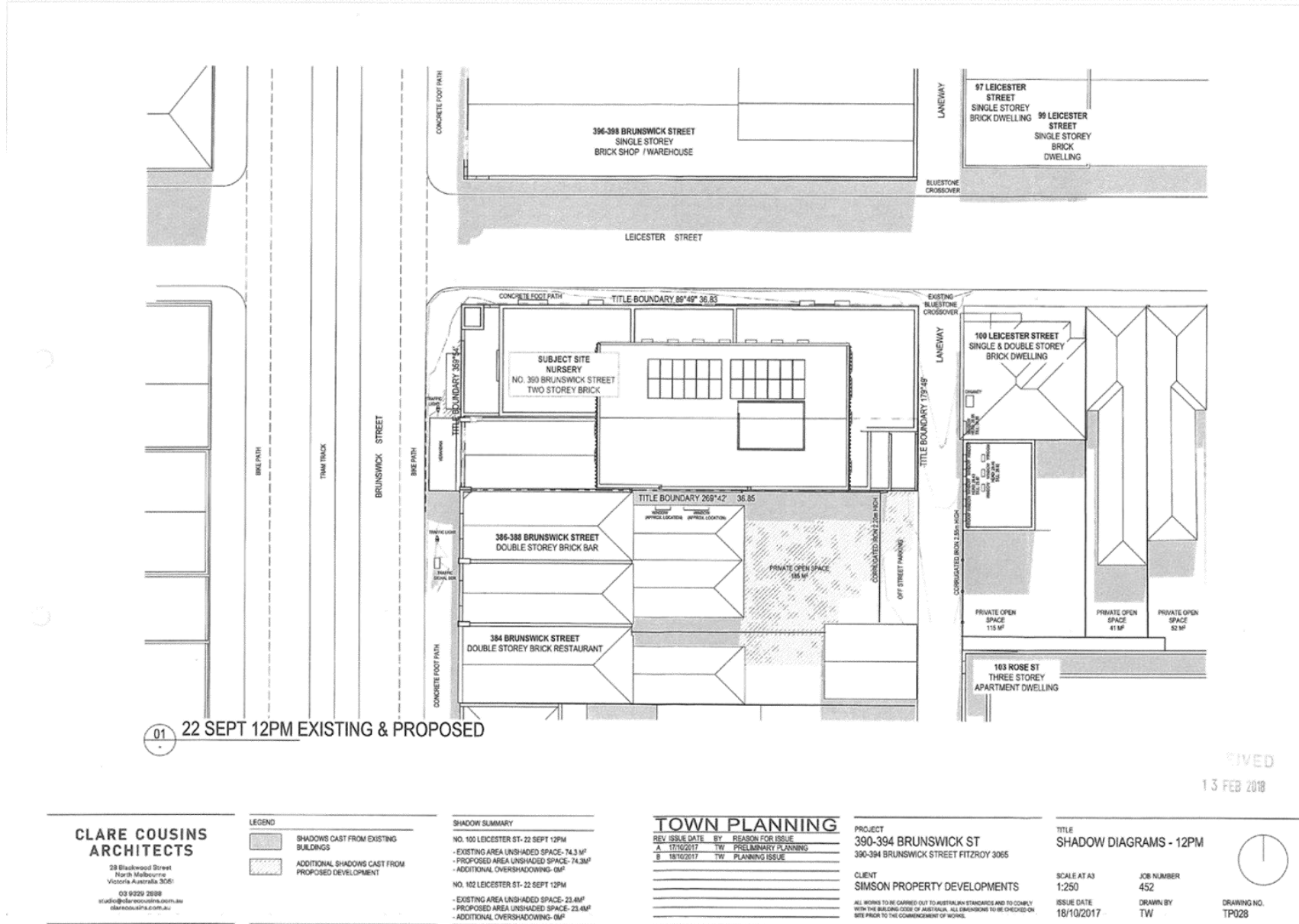
Attachment 2 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Shadow diagrams



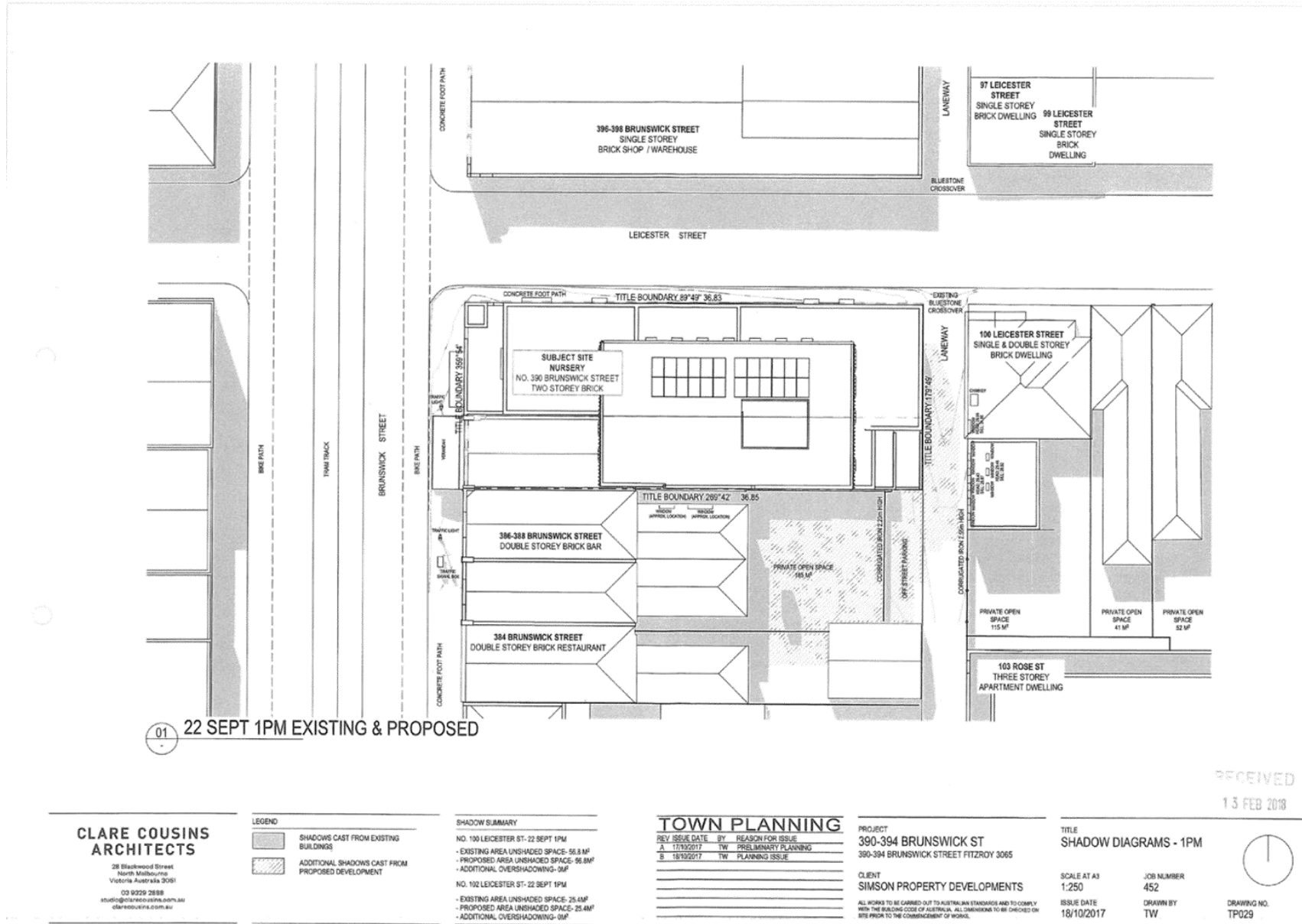
Attachment 2 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Shadow diagrams



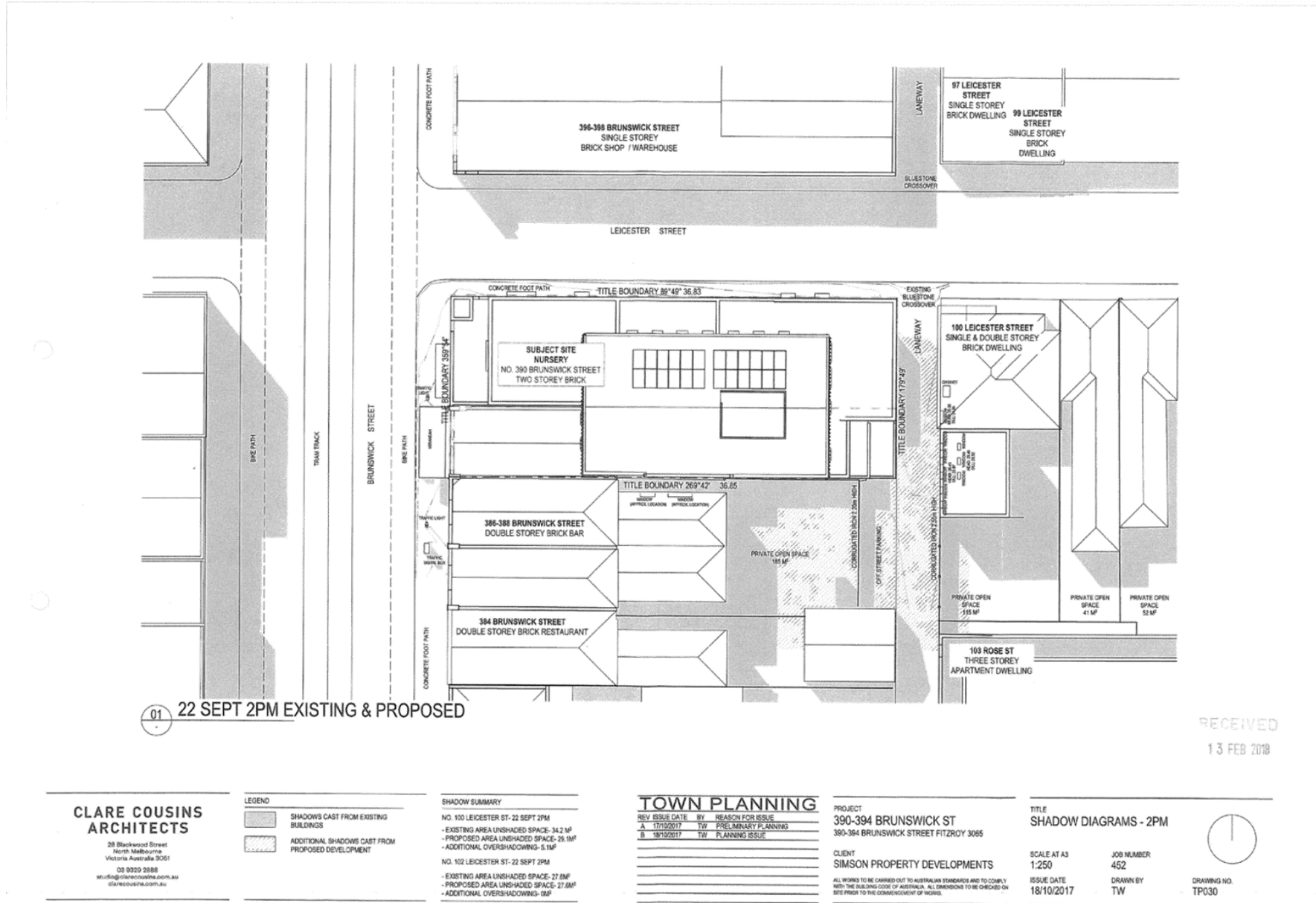
Attachment 2 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Shadow diagrams



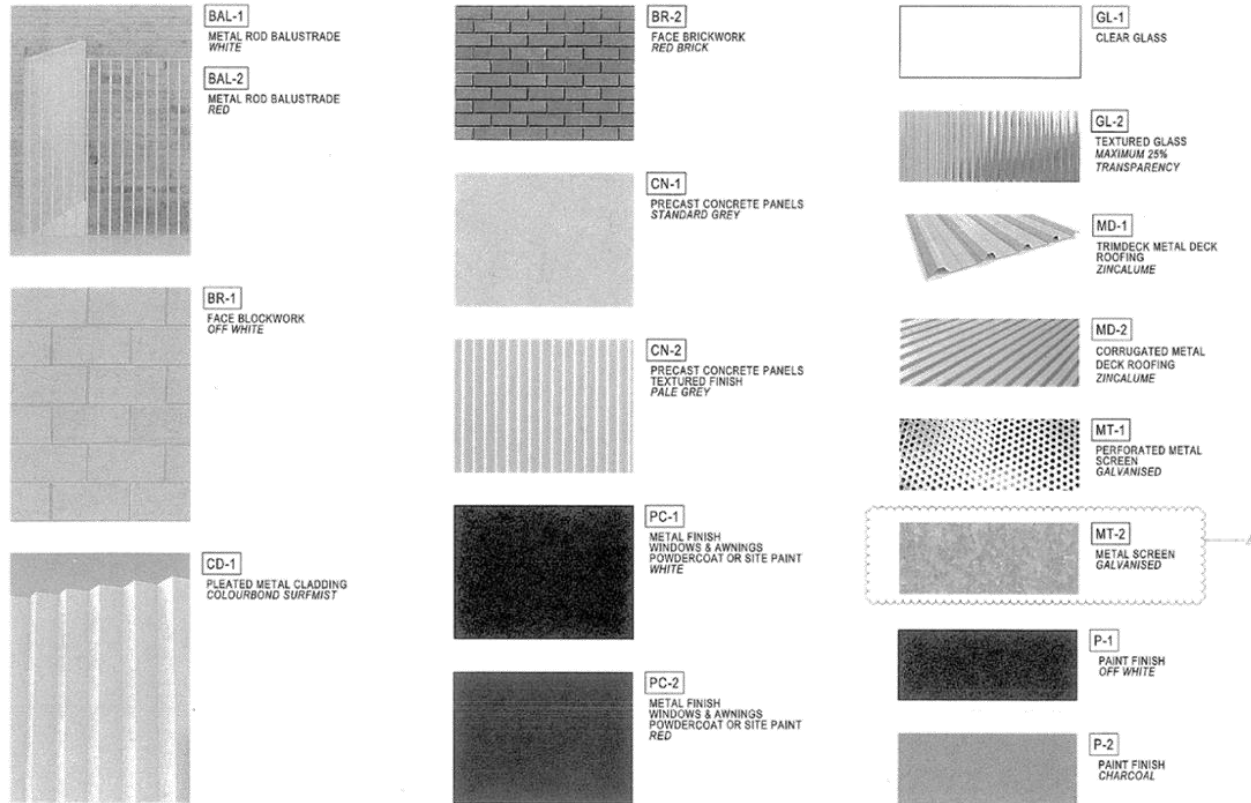
Attachment 2 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Shadow diagrams



Attachment 2 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Shadow diagrams



Attachment 2 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Shadow diagrams



**CLARE COUSINS
ARCHITECTS**

28 Blackwood Street
North Melbourne
Victoria Australia 3061
03 9029 5888
studio@clarecousins.com.au
clarecousins.com.au

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
A	11/10/2017	TW	PRELIMINARY PLANNING
B	18/10/2017	TW	PLANNING ISSUE
C	30/01/2018	TW	PLANNING RFI

REV	ISSUE DATE	BY	REASON FOR ISSUE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

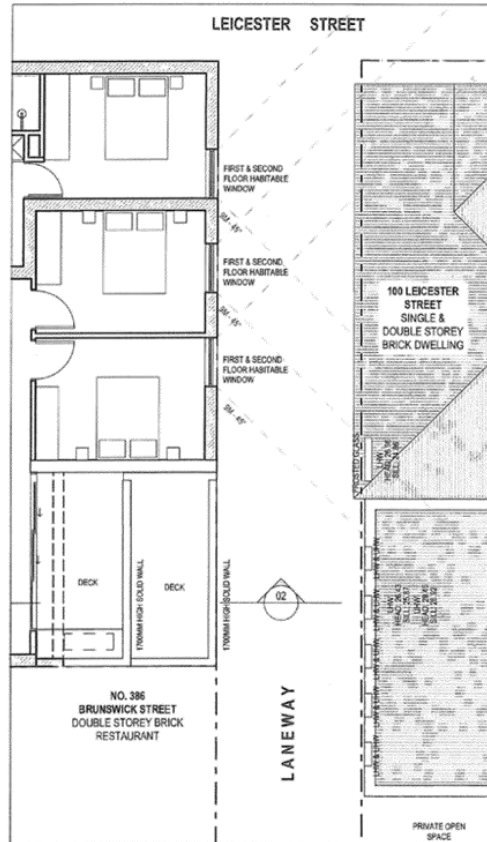
TITLE
MATERIALS SCHEDULE

SCALE AT A3	JOB NUMBER
NTS	452
ISSUE DATE	DRAWN BY
30/01/2018	TW

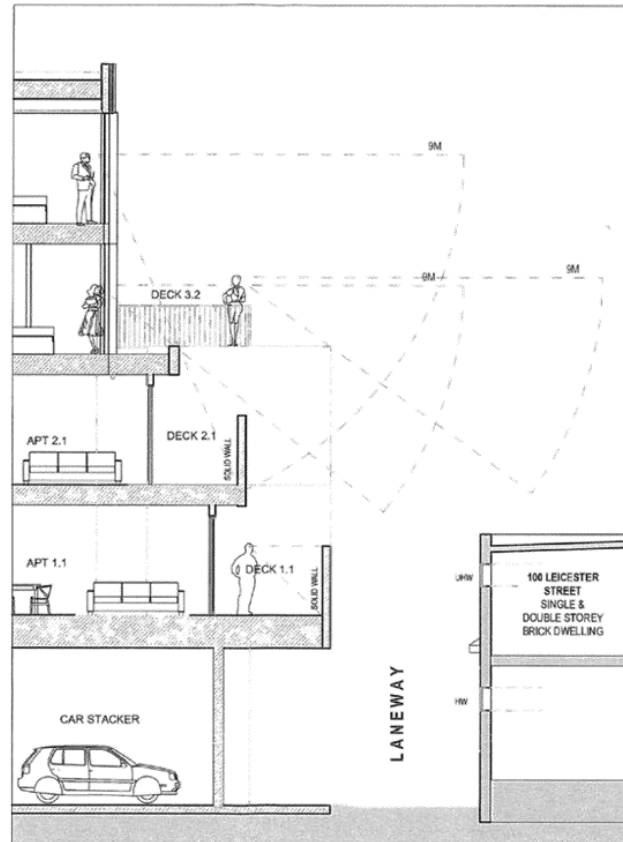
RECEIVED
13 FEB 2018

DRAWING NO.
TP032

Attachment 2 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Shadow diagrams



01 PLAN DETAIL
1:100



02 DETAIL SECTION
1:100

CLARE COUSINS
ARCHITECTS

28 Blackwood Street
North Melbourne
Victoria Australia 3051
03 9220 2888
studio@clarecousins.com.au
clarecousins.com.au

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
A	17/10/2017	TW	PRELIMINARY PLANNING
B	18/10/2017	TW	PLANNING ISSUE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
OVERLOOKING DIAGRAMS

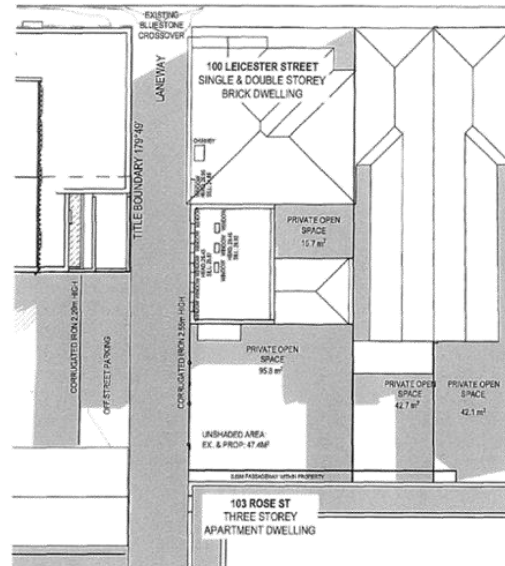
SCALE AT A3
1:100
ISSUE DATE
18/10/2017

JOB NUMBER
452
DRAWN BY
TW

DRAWING NO.
TP024

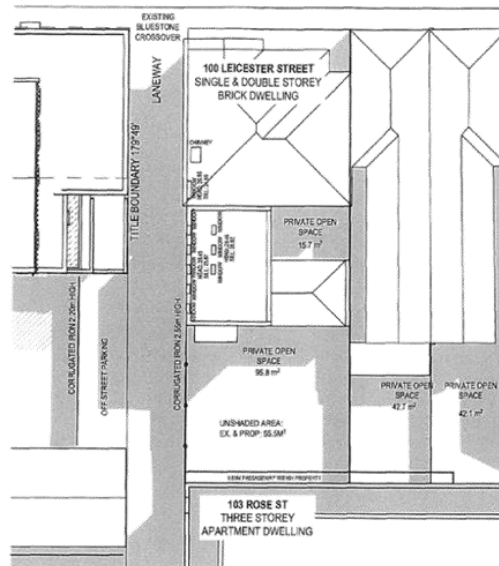
RECEIVED
13 FEB 2018

Attachment 3 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Detailed shadow diagrams including Brunswick Street

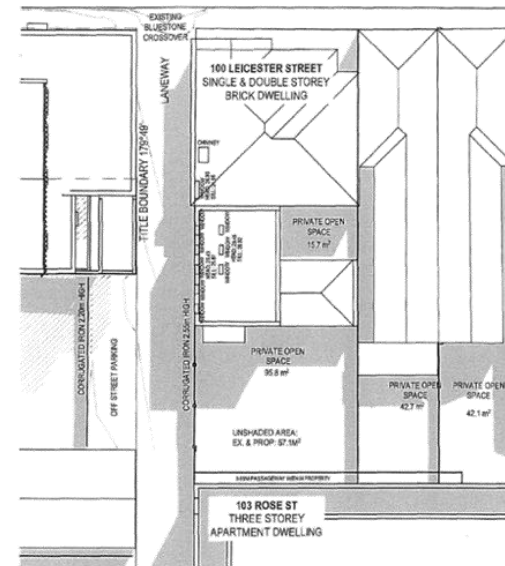


01 22 SEPT 9AM EXISTING & PROPOSED

SHADOW SUMMARY	
100 LEICESTER ST- 22 SEPT	
9AM	- EXISTING AREA UNSHADOWED SPACE- 47.4M² - PROPOSED AREA UNSHADOWED SPACE- 47.4M² - ADDITIONAL OVERSHADOWING- 0M²
10AM	- EXISTING AREA UNSHADOWED SPACE- 55.9M² - PROPOSED AREA UNSHADOWED SPACE- 55.9M² - ADDITIONAL OVERSHADOWING- 0M²
11AM	- EXISTING AREA UNSHADOWED SPACE- 57.1M² - PROPOSED AREA UNSHADOWED SPACE- 57.1M² - ADDITIONAL OVERSHADOWING- 0M²
12PM	- EXISTING AREA UNSHADOWED SPACE- 57.8M² - PROPOSED AREA UNSHADOWED SPACE- 57.8M² - ADDITIONAL OVERSHADOWING- 0M²
1PM	- EXISTING AREA UNSHADOWED SPACE- 52.1M² - PROPOSED AREA UNSHADOWED SPACE- 52.1M² - ADDITIONAL OVERSHADOWING- 0M²
2PM	- EXISTING AREA UNSHADOWED SPACE- 44.9M² - PROPOSED AREA UNSHADOWED SPACE- 44.9M² - ADDITIONAL OVERSHADOWING- 4.3M²
3PM	- EXISTING AREA UNSHADOWED SPACE- 35.9M² - PROPOSED AREA UNSHADOWED SPACE- 35.9M² - ADDITIONAL OVERSHADOWING- 38.9M²



02 22 SEPT 10AM EXISTING & PROPOSED



03 22 SEPT 11AM EXISTING & PROPOSED

**CLARE COUSINS
ARCHITECTS**

28 Blackwood Street
North Melbourne
Victoria Australia 3061
03 9320 2888
studio@clarecousins.com.au
clarecousins.com.au

LEGEND

- SHADOWS CAST FROM EXISTING BUILDINGS
- ADDITIONAL SHADOWS CAST FROM PROPOSED DEVELOPMENT

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
A	15/09/2018	TW	PLANNING MEETING
B	24/05/2018	TW	ADDITIONAL INFORMATION

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

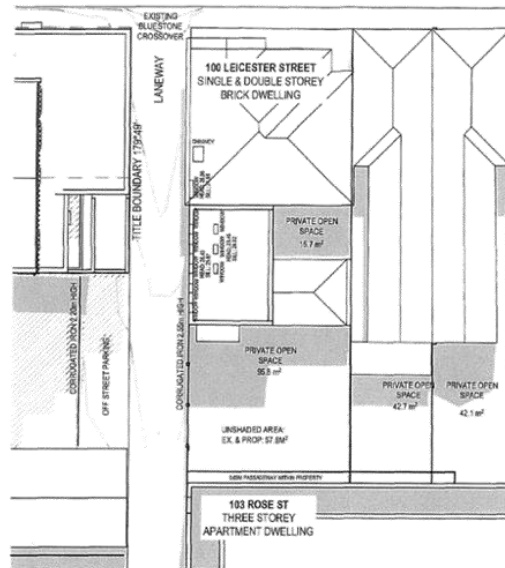
TITLE
SHADOW DIAGRAMS - 9AM - 11AM

SCALE AT A3
1:250
ISSUE DATE
24/05/2018

JOB NUMBER
452
DRAWN BY
TW

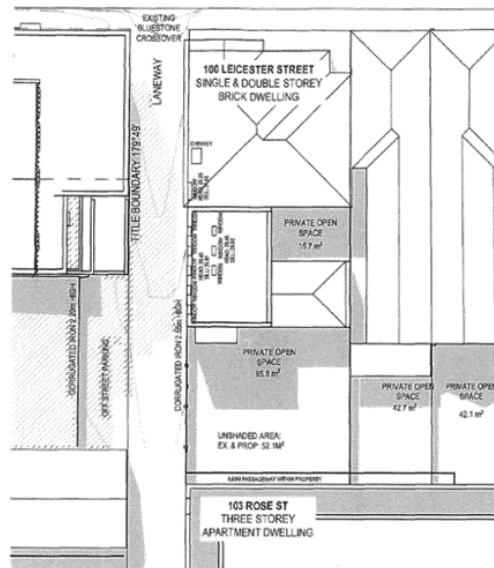
DRAWING NO.
TP026

Attachment 3 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Detailed shadow diagrams including Brunswick Street

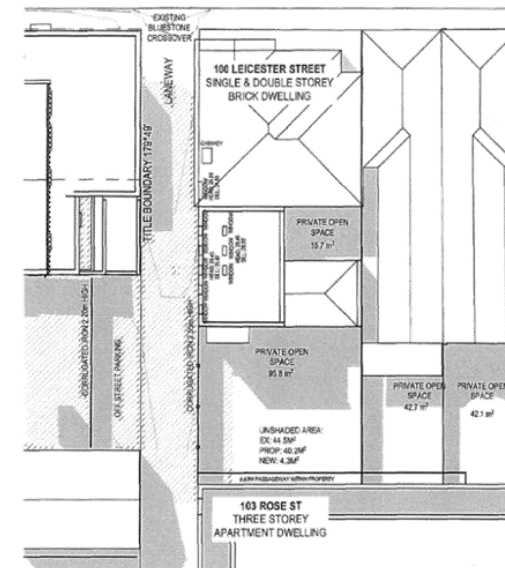


04 22 SEPT 12PM EXISTING & PROPOSED

SHADOW SUMMARY 100 LEICESTER ST- 22 SEPT		
9AM	- EXISTING AREA UNSHADDED SPACE: 47.4M²	- PROPOSED AREA UNSHADDED SPACE: 47.4M²
	- PROPOSED AREA UNSHADDED SPACE: 47.4M²	- ADDITIONAL OVERSHADOWING: 0M²
10AM	- EXISTING AREA UNSHADDED SPACE: 55.9M²	- PROPOSED AREA UNSHADDED SPACE: 55.9M²
	- PROPOSED AREA UNSHADDED SPACE: 55.9M²	- ADDITIONAL OVERSHADOWING: 0M²
11AM	- EXISTING AREA UNSHADDED SPACE: 57.1M²	- PROPOSED AREA UNSHADDED SPACE: 57.1M²
	- PROPOSED AREA UNSHADDED SPACE: 57.1M²	- ADDITIONAL OVERSHADOWING: 0M²
12PM	- EXISTING AREA UNSHADDED SPACE: 57.8M²	- PROPOSED AREA UNSHADDED SPACE: 57.8M²
	- PROPOSED AREA UNSHADDED SPACE: 57.8M²	- ADDITIONAL OVERSHADOWING: 0M²
1PM	- EXISTING AREA UNSHADDED SPACE: 52.1M²	- PROPOSED AREA UNSHADDED SPACE: 52.1M²
	- PROPOSED AREA UNSHADDED SPACE: 52.1M²	- ADDITIONAL OVERSHADOWING: 0M²
2PM	- EXISTING AREA UNSHADDED SPACE: 44.3M²	- PROPOSED AREA UNSHADDED SPACE: 43.2M²
	- PROPOSED AREA UNSHADDED SPACE: 43.2M²	- ADDITIONAL OVERSHADOWING: 4.3M²
3PM	- EXISTING AREA UNSHADDED SPACE: 35.9M²	- PROPOSED AREA UNSHADDED SPACE: 35.9M²
	- PROPOSED AREA UNSHADDED SPACE: 35.9M²	- ADDITIONAL OVERSHADOWING: 35.9M²



05 22 SEPT 1PM EXISTING & PROPOSED



06 22 SEPT 2PM EXISTING & PROPOSED

CLARE COUSINS
ARCHITECTS

28 Blackwood Street
North Melbourne
Victoria Australia 3061
03 9229 2888
clare@clarecousins.com.au
clarecousins.com.au

LEGEND

- SHADOWS CAST FROM EXISTING BUILDINGS
- ADDITIONAL SHADOWS CAST FROM PROPOSED DEVELOPMENT

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
A	15/09/2018	TW	PLANNING MEETING
B	24/09/2018	TW	ADDITIONAL INFORMATION

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL WORKS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
SHADOW DIAGRAMS - 12PM - 2PM

SCALE AT A3
1:250

ISSUE DATE
24/05/2018

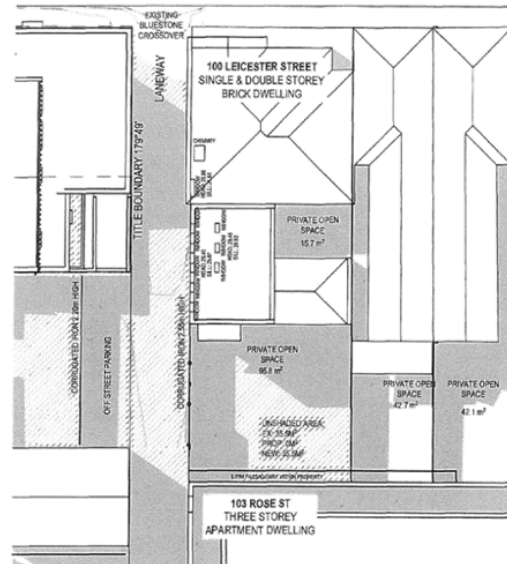
JOB NUMBER
452

DRAWN BY
TW

DRAWING NO.
TP027



Attachment 3 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Detailed shadow diagrams including Brunswick Street



07 22 SEPT 3PM EXISTING & PROPOSED

SHADOW SUMMARY	
100 LEICESTER ST- 22 SEPT	
9AM	- EXISTING AREA UNSHADED SPACE- 47.4M² - PROPOSED AREA UNSHADED SPACE- 47.4M² - ADDITIONAL OVERSHADOWING- 0M²
10AM	- EXISTING AREA UNSHADED SPACE- 55.5M² - PROPOSED AREA UNSHADED SPACE- 55.5M² - ADDITIONAL OVERSHADOWING- 0M²
11AM	- EXISTING AREA UNSHADED SPACE- 57.1M² - PROPOSED AREA UNSHADED SPACE- 57.1M² - ADDITIONAL OVERSHADOWING- 0M²
12PM	- EXISTING AREA UNSHADED SPACE- 47.2M² - PROPOSED AREA UNSHADED SPACE- 47.2M² - ADDITIONAL OVERSHADOWING- 0M²
1PM	- EXISTING AREA UNSHADED SPACE- 42.1M² - PROPOSED AREA UNSHADED SPACE- 42.1M² - ADDITIONAL OVERSHADOWING- 0M²
2PM	- EXISTING AREA UNSHADED SPACE- 44.5M² - PROPOSED AREA UNSHADED SPACE- 44.5M² - ADDITIONAL OVERSHADOWING- 4.3M²
3PM	- EXISTING AREA UNSHADED SPACE- 36.5M² - PROPOSED AREA UNSHADED SPACE- 36.5M² - ADDITIONAL OVERSHADOWING- 36.5M²

CLARE COUSINS
ARCHITECTS

28 Blackwood Street
North Melbourne
Victoria Australia 3061

03 9329 2886
clarc@clarc.com.au
clarcousins.com.au

LEGEND

- SHADOWS CAST FROM EXISTING BUILDINGS
- ADDITIONAL SHADOWS CAST FROM PROPOSED DEVELOPMENT

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
A	15/05/2018	TW	PLANNING MEETING
B	24/05/2018	TW	ADDITIONAL INFORMATION

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
SHADOW DIAGRAMS - 3PM

SCALE AT A3
1:250

ISSUE DATE
24/05/2018

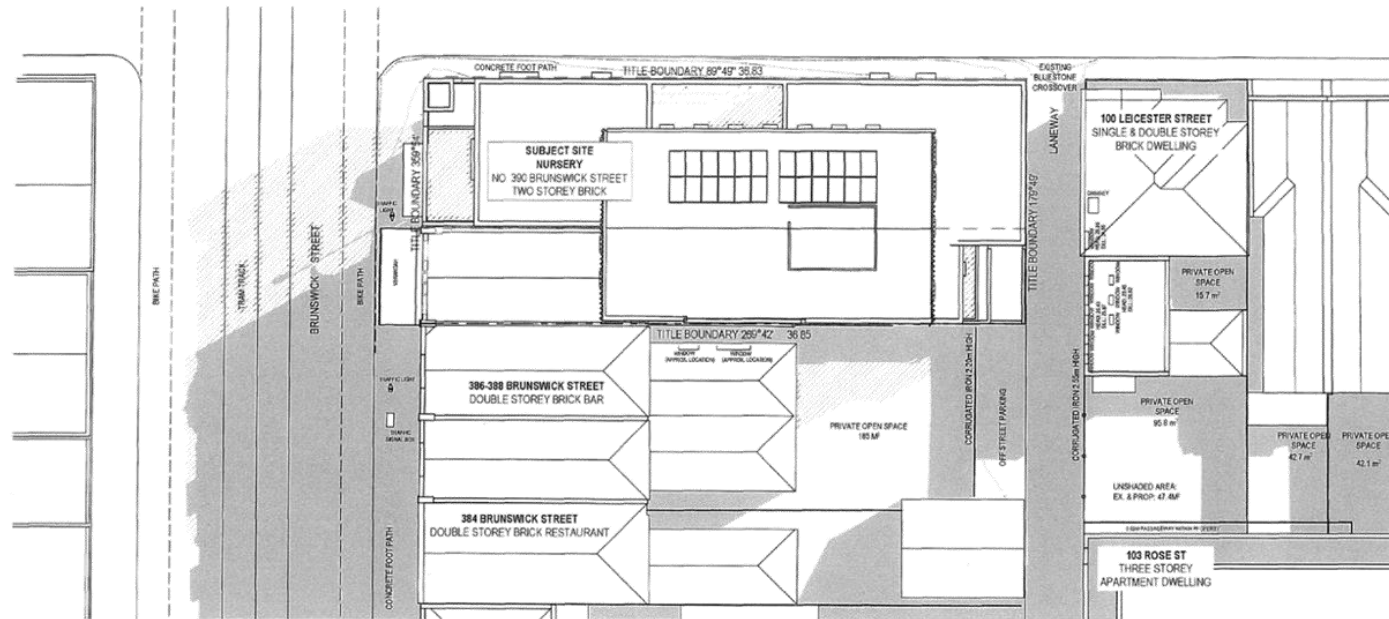
JOB NUMBER
452

DRAWN BY
TW

DRAWING NO.
TP028



Attachment 3 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Detailed shadow diagrams including Brunswick Street



01 22 SEPT 9AM EXISTING & PROPOSED

SHADOW SUMMARY 100 LEICESTER ST- 22 SEPT	
9AM	- EXISTING AREA UNSHADOWED SPACE- 47.8M ² - PROPOSED AREA UNSHADOWED SPACE- 47.8M ² - ADDITIONAL OVERSHADOWING- 0M ²
10AM	- EXISTING AREA UNSHADOWED SPACE- 55.5M ² - PROPOSED AREA UNSHADOWED SPACE- 55.5M ² - ADDITIONAL OVERSHADOWING- 0M ²
11AM	- EXISTING AREA UNSHADOWED SPACE- 57.1M ² - PROPOSED AREA UNSHADOWED SPACE- 57.1M ² - ADDITIONAL OVERSHADOWING- 0M ²
12PM	- EXISTING AREA UNSHADOWED SPACE- 57.6M ² - PROPOSED AREA UNSHADOWED SPACE- 57.6M ² - ADDITIONAL OVERSHADOWING- 0M ²
1PM	- EXISTING AREA UNSHADOWED SPACE- 52.1M ² - PROPOSED AREA UNSHADOWED SPACE- 52.1M ² - ADDITIONAL OVERSHADOWING- 0M ²
2PM	- EXISTING AREA UNSHADOWED SPACE- 48.5M ² - PROPOSED AREA UNSHADOWED SPACE- 48.5M ² - ADDITIONAL OVERSHADOWING- 0M ²
3PM	- EXISTING AREA UNSHADOWED SPACE- 35.5M ² - PROPOSED AREA UNSHADOWED SPACE- 35.5M ² - ADDITIONAL OVERSHADOWING- 0M ²

CLARE COUSINS ARCHITECTS

28 Blackwood Street
North Melbourne
Victoria Australia 3051
03 9229 2988
studio@clarecousins.com.au
clarecousins.com.au

LEGEND

- SHADOWS CAST FROM EXISTING BUILDINGS
- ADDITIONAL SHADOWS CAST FROM PROPOSED DEVELOPMENT

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
C	5/06/2018	TW	REFERRAL RESPONSE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
SHADOW DIAGRAMS - 9AM

SCALE AT A3
1:250

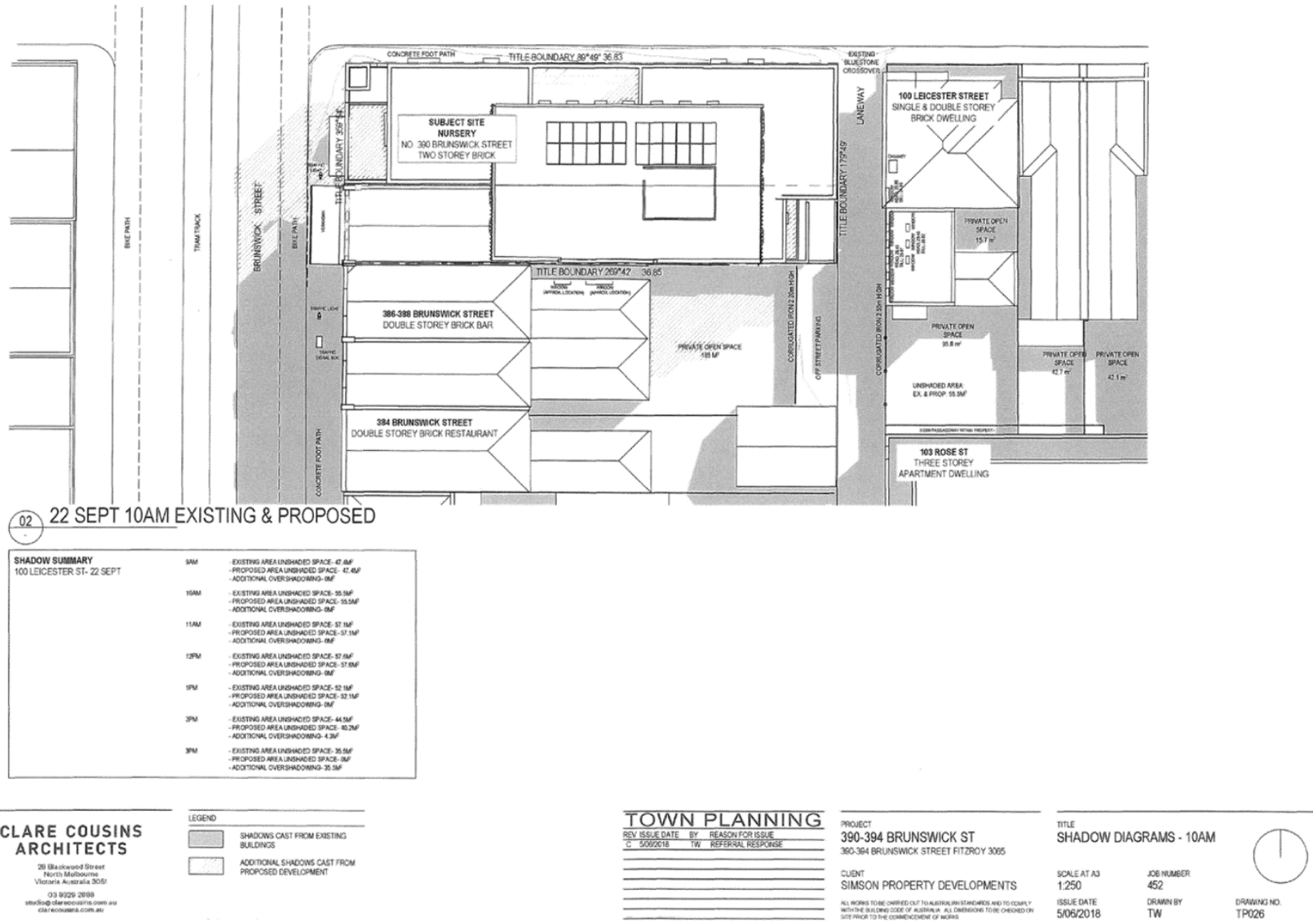
ISSUE DATE
5/06/2018

JOB NUMBER
452

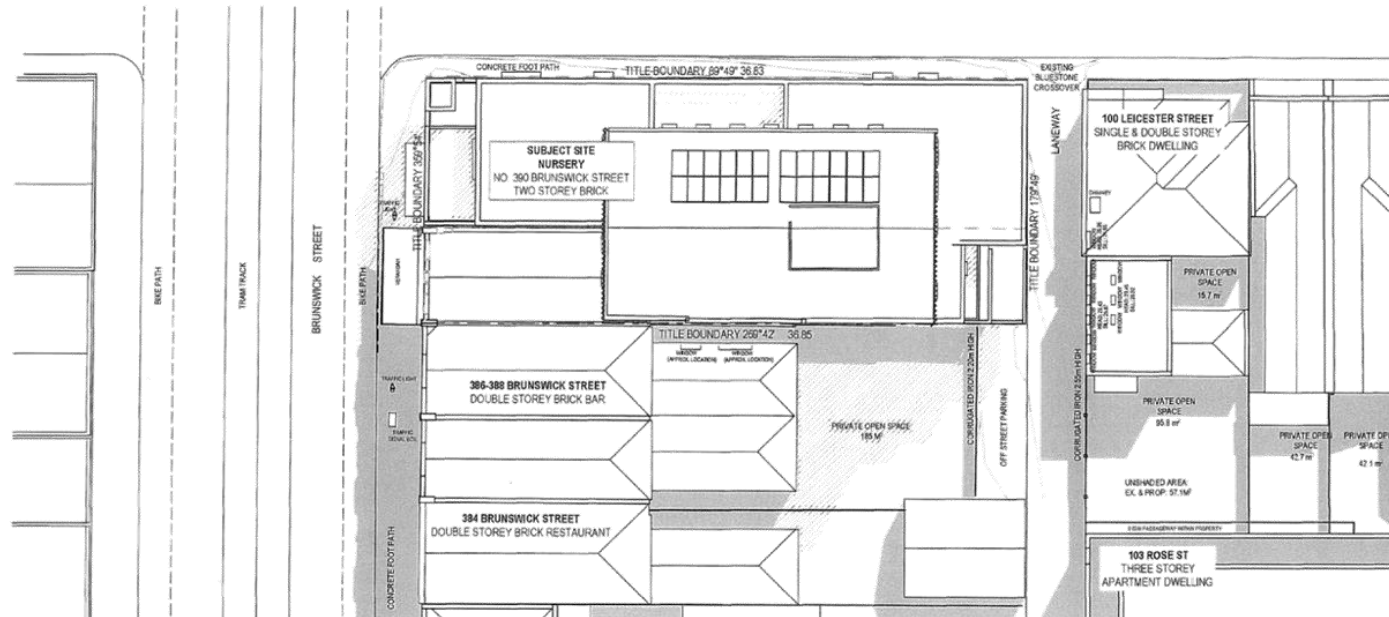
DRAWN BY
TW

DRAWING NO.
TP025

Attachment 3 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Detailed shadow diagrams including Brunswick Street



Attachment 3 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Detailed shadow diagrams including Brunswick Street



03 22 SEPT 11AM EXISTING & PROPOSED

SHADOW SUMMARY 100 LEICESTER ST- 22 SEPT	
9AM	- EXISTING AREA UNSHADOWED SPACE: 47.4M ² - PROPOSED AREA UNSHADOWED SPACE: 47.4M ² - ADDITIONAL OVERSHADOWING: 0M ²
10AM	- EXISTING AREA UNSHADOWED SPACE: 55.5M ² - PROPOSED AREA UNSHADOWED SPACE: 55.5M ² - ADDITIONAL OVERSHADOWING: 0M ²
11AM	- EXISTING AREA UNSHADOWED SPACE: 57.1M ² - PROPOSED AREA UNSHADOWED SPACE: 57.1M ² - ADDITIONAL OVERSHADOWING: 0M ²
12PM	- EXISTING AREA UNSHADOWED SPACE: 57.8M ² - PROPOSED AREA UNSHADOWED SPACE: 57.8M ² - ADDITIONAL OVERSHADOWING: 0M ²
1PM	- EXISTING AREA UNSHADOWED SPACE: 52.1M ² - PROPOSED AREA UNSHADOWED SPACE: 52.1M ² - ADDITIONAL OVERSHADOWING: 0M ²
2PM	- EXISTING AREA UNSHADOWED SPACE: 44.5M ² - PROPOSED AREA UNSHADOWED SPACE: 42.2M ² - ADDITIONAL OVERSHADOWING: 4.3M ²
3PM	- EXISTING AREA UNSHADOWED SPACE: 38.5M ² - PROPOSED AREA UNSHADOWED SPACE: 38M ² - ADDITIONAL OVERSHADOWING: 35.5M ²

CLARE COUSINS
ARCHITECTS

29 Blackwood Street
North Melbourne
Victoria Australia 3051
03 9329 2000
studio@clarcousins.com.au
clarcousins.com.au

LEGEND

- SHADOWS CAST FROM EXISTING BUILDINGS
- ADDITIONAL SHADOWS CAST FROM PROPOSED DEVELOPMENT

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
C	5/09/2018	TW	REFERRAL RESPONSE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3005

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
SHADOW DIAGRAMS - 11AM

SCALE AT A3
1:250

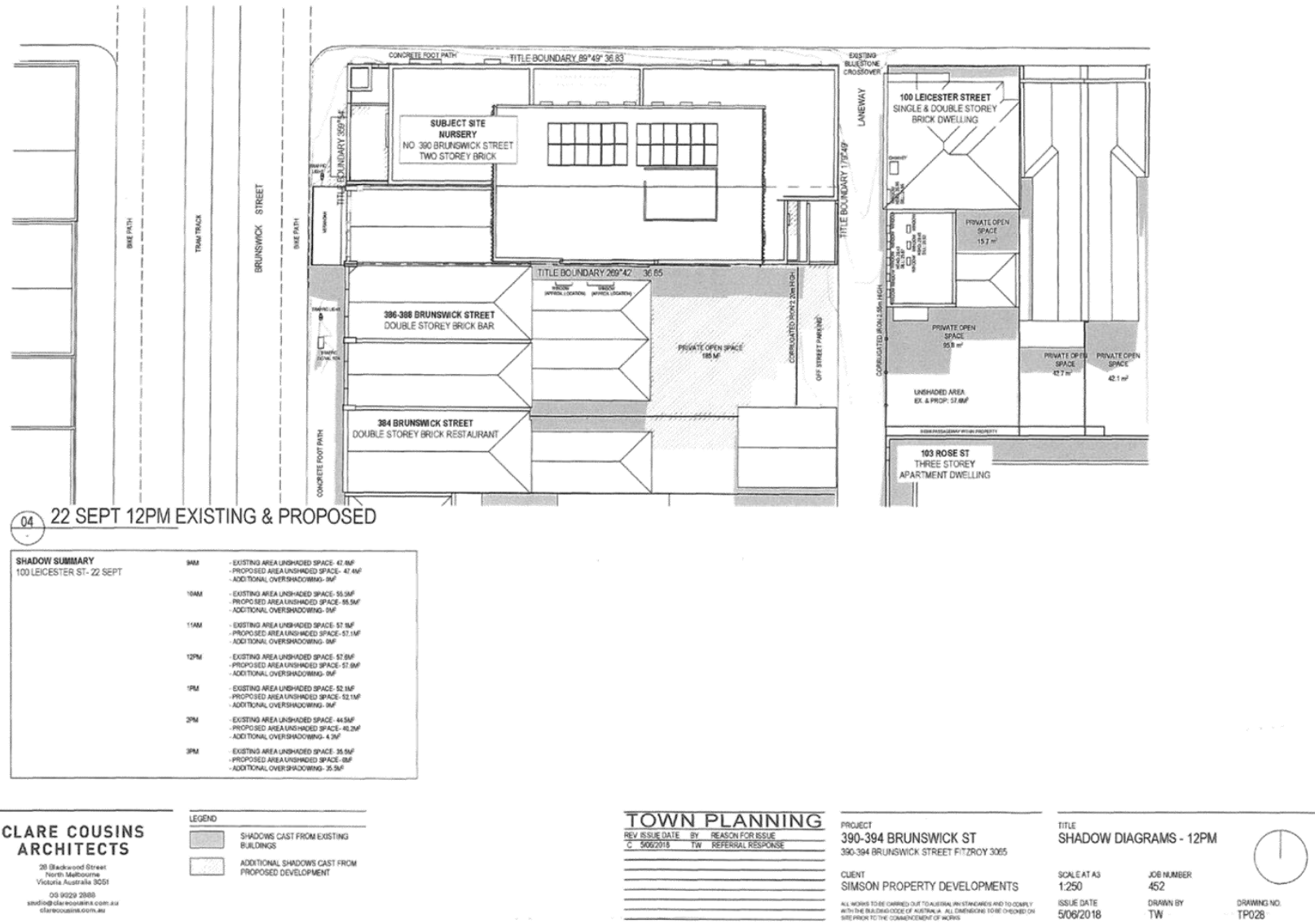
ISSUE DATE
5/06/2018

JOB NUMBER
452

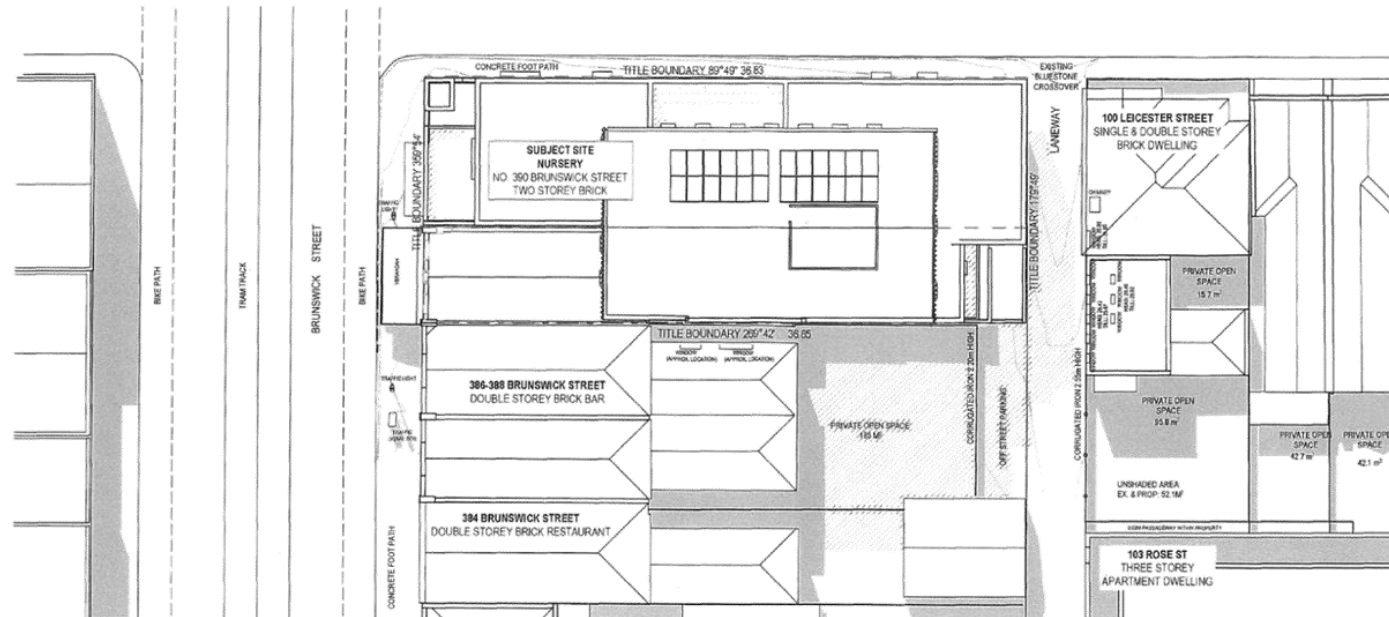
DRAWN BY
TW

DRAWING NO
TP027

Attachment 3 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Detailed shadow diagrams including Brunswick Street



Attachment 3 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Detailed shadow diagrams including Brunswick Street



05 22 SEPT 1PM EXISTING & PROPOSED

SHADOW SUMMARY 100 LEICESTER ST- 22 SEPT	
9AM	- EXISTING AREA UNSHADED SPACE- 47.8M ² - PROPOSED AREA UNSHADED SPACE- 47.8M ² - ADDITIONAL OVERSHADOWING- 0M ²
10AM	- EXISTING AREA UNSHADED SPACE- 55.5M ² - PROPOSED AREA UNSHADED SPACE- 55.5M ² - ADDITIONAL OVERSHADOWING- 0M ²
11AM	- EXISTING AREA UNSHADED SPACE- 57.1M ² - PROPOSED AREA UNSHADED SPACE- 57.1M ² - ADDITIONAL OVERSHADOWING- 0M ²
12PM	- EXISTING AREA UNSHADED SPACE- 57.6M ² - PROPOSED AREA UNSHADED SPACE- 57.6M ² - ADDITIONAL OVERSHADOWING- 0M ²
1PM	- EXISTING AREA UNSHADED SPACE- 52.1M ² - PROPOSED AREA UNSHADED SPACE- 52.1M ² - ADDITIONAL OVERSHADOWING- 0M ²
2PM	- EXISTING AREA UNSHADED SPACE- 44.5M ² - PROPOSED AREA UNSHADED SPACE- 40.2M ² - ADDITIONAL OVERSHADOWING- 4.3M ²
3PM	- EXISTING AREA UNSHADED SPACE- 38.5M ² - PROPOSED AREA UNSHADED SPACE- 0M ² - ADDITIONAL OVERSHADOWING- 38.5M ²

CLARE COUSINS
ARCHITECTS

28 Baxendale Street
North Melbourne
Victoria Australia 3051
03 9326 2888
studio@clarecousins.com.au
clarecousins.com.au

LEGEND

- SHADOWS CAST FROM EXISTING BUILDINGS
- ADDITIONAL SHADOWS CAST FROM PROPOSED DEVELOPMENT

TOWN PLANNING

REV. ISSUE DATE BY REASON FOR ISSUE
C 5/06/2018 TW REFERRAL RESPONSE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
SHADOW DIAGRAMS - 1PM

SCALE AT AS
1:250

ISSUE DATE
5/06/2018

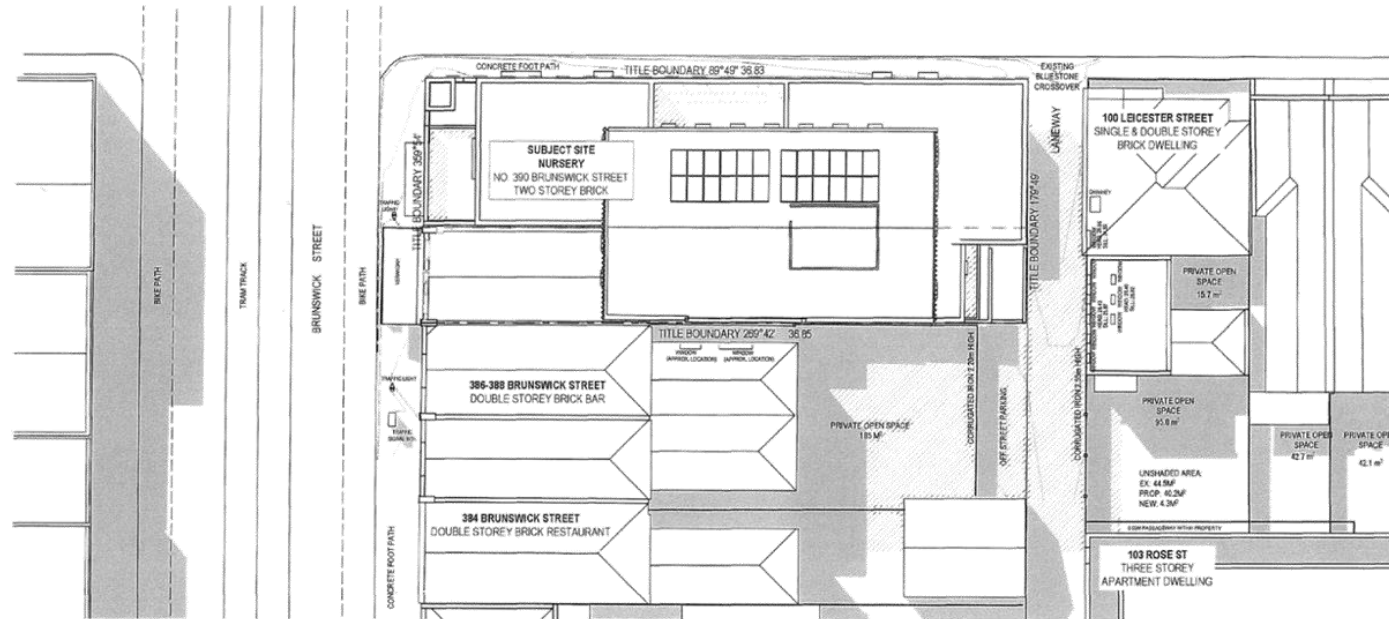
JOB NUMBER
452

DRAWN BY
TW

DRAWING NO.
TP029



Attachment 3 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Detailed shadow diagrams including Brunswick Street



06 22 SEPT 2PM EXISTING & PROPOSED

SHADOW SUMMARY 100 LEICESTER ST- 22 SEPT	
9AM	- EXISTING AREA UNSHADOWED SPACE- 47.8M ² - PROPOSED AREA UNSHADOWED SPACE- 47.8M ² - ADDITIONAL OVERSHADOWING- 0M ²
10AM	- EXISTING AREA UNSHADOWED SPACE- 35.5M ² - PROPOSED AREA UNSHADOWED SPACE- 35.5M ² - ADDITIONAL OVERSHADOWING- 0M ²
11AM	- EXISTING AREA UNSHADOWED SPACE- 37.1M ² - PROPOSED AREA UNSHADOWED SPACE- 37.1M ² - ADDITIONAL OVERSHADOWING- 0M ²
12PM	- EXISTING AREA UNSHADOWED SPACE- 37.8M ² - PROPOSED AREA UNSHADOWED SPACE- 37.8M ² - ADDITIONAL OVERSHADOWING- 0M ²
1PM	- EXISTING AREA UNSHADOWED SPACE- 32.1M ² - PROPOSED AREA UNSHADOWED SPACE- 32.1M ² - ADDITIONAL OVERSHADOWING- 0M ²
2PM	- EXISTING AREA UNSHADOWED SPACE- 44.5M ² - PROPOSED AREA UNSHADOWED SPACE- 40.3M ² - ADDITIONAL OVERSHADOWING- 4.3M ²
3PM	- EXISTING AREA UNSHADOWED SPACE- 35.5M ² - PROPOSED AREA UNSHADOWED SPACE- 3M ² - ADDITIONAL OVERSHADOWING- 35.5M ²

CLARE COUSINS
ARCHITECTS

20 Blackwood Street
North Melbourne
Victoria Australia 3051
03 9320 2888
studio@clarecousins.com.au
clarecousins.com.au

LEGEND

- SHADOWS CAST FROM EXISTING BUILDINGS
- ADDITIONAL SHADOWS CAST FROM PROPOSED DEVELOPMENT

TOWN PLANNING

REV. ISSUE DATE BY REASON FOR ISSUE
C 5/06/2018 TW REFERRAL RESPONSE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
SHADOW DIAGRAMS - 2PM

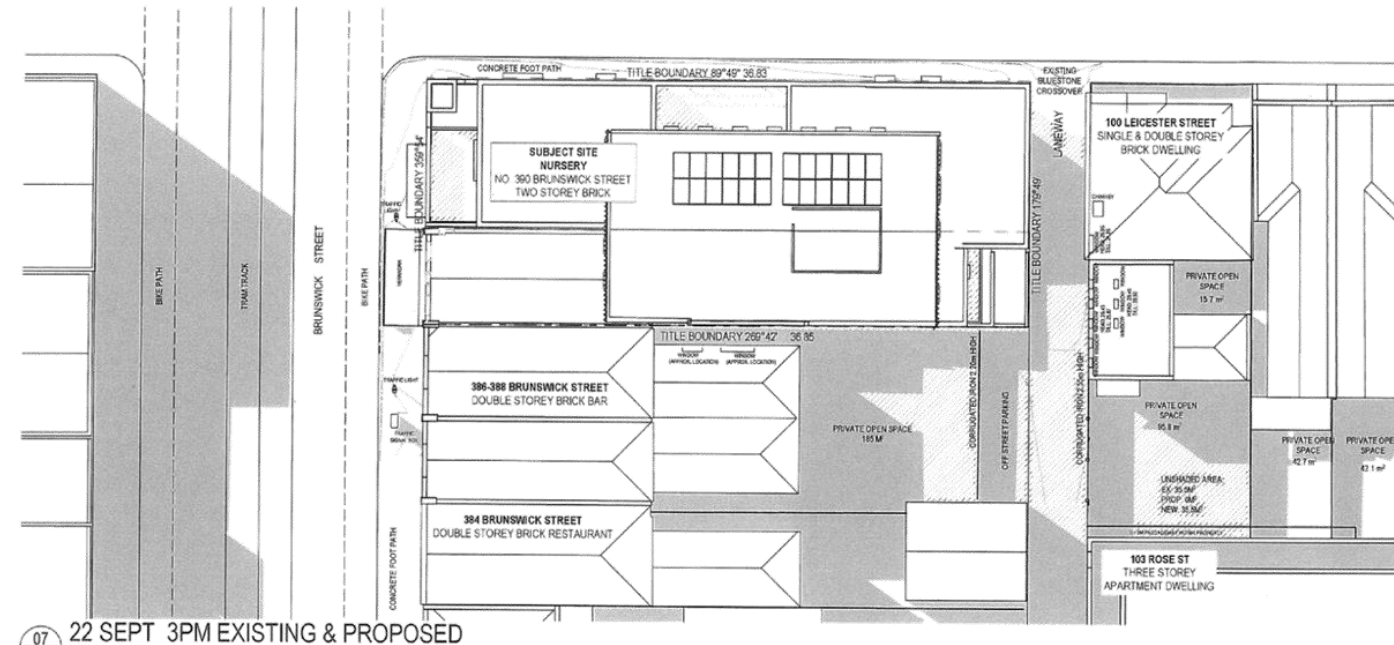
SCALE AT A3
1:250
ISSUE DATE
5/06/2018

JOB NUMBER
452
DRAWN BY
TW



DRAWING NO.
TP030

Attachment 3 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Detailed shadow diagrams including Brunswick Street



SHADOW SUMMARY	
100 LEICESTER ST- 22 SEPT	
9AM	- EXISTING AREA UNSHADED SPACE: 47.6M ² - PROPOSED AREA UNSHADED SPACE: 47.6M ² - ADDITIONAL OVERSHADOWING: 0M ²
10AM	- EXISTING AREA UNSHADED SPACE: 55.5M ² - PROPOSED AREA UNSHADED SPACE: 55.5M ² - ADDITIONAL OVERSHADOWING: 0M ²
11AM	- EXISTING AREA UNSHADED SPACE: 57.1M ² - PROPOSED AREA UNSHADED SPACE: 57.1M ² - ADDITIONAL OVERSHADOWING: 0M ²
12PM	- EXISTING AREA UNSHADED SPACE: 57.6M ² - PROPOSED AREA UNSHADED SPACE: 57.6M ² - ADDITIONAL OVERSHADOWING: 0M ²
1PM	- EXISTING AREA UNSHADED SPACE: 52.1M ² - PROPOSED AREA UNSHADED SPACE: 52.1M ² - ADDITIONAL OVERSHADOWING: 0M ²
2PM	- EXISTING AREA UNSHADED SPACE: 48.5M ² - PROPOSED AREA UNSHADED SPACE: 48.5M ² - ADDITIONAL OVERSHADOWING: 0M ²
3PM	- EXISTING AREA UNSHADED SPACE: 36.5M ² - PROPOSED AREA UNSHADED SPACE: 36.5M ² - ADDITIONAL OVERSHADOWING: 0M ²

CLARE COUSINS
ARCHITECTS

28 Blackwood Street
North Melbourne
Victoria Australia 3051
03 9329 2888
studio@clarecousins.com.au
clarecousins.com.au

LEGEND

- SHADOWS CAST FROM EXISTING BUILDINGS
- ADDITIONAL SHADOWS CAST FROM PROPOSED DEVELOPMENT

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
C	5/06/2018	TW	REFERRAL RESPONSE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
SHADOW DIAGRAMS - 3PM

SCALE AT A3
1:250

ISSUE DATE
5/06/2018

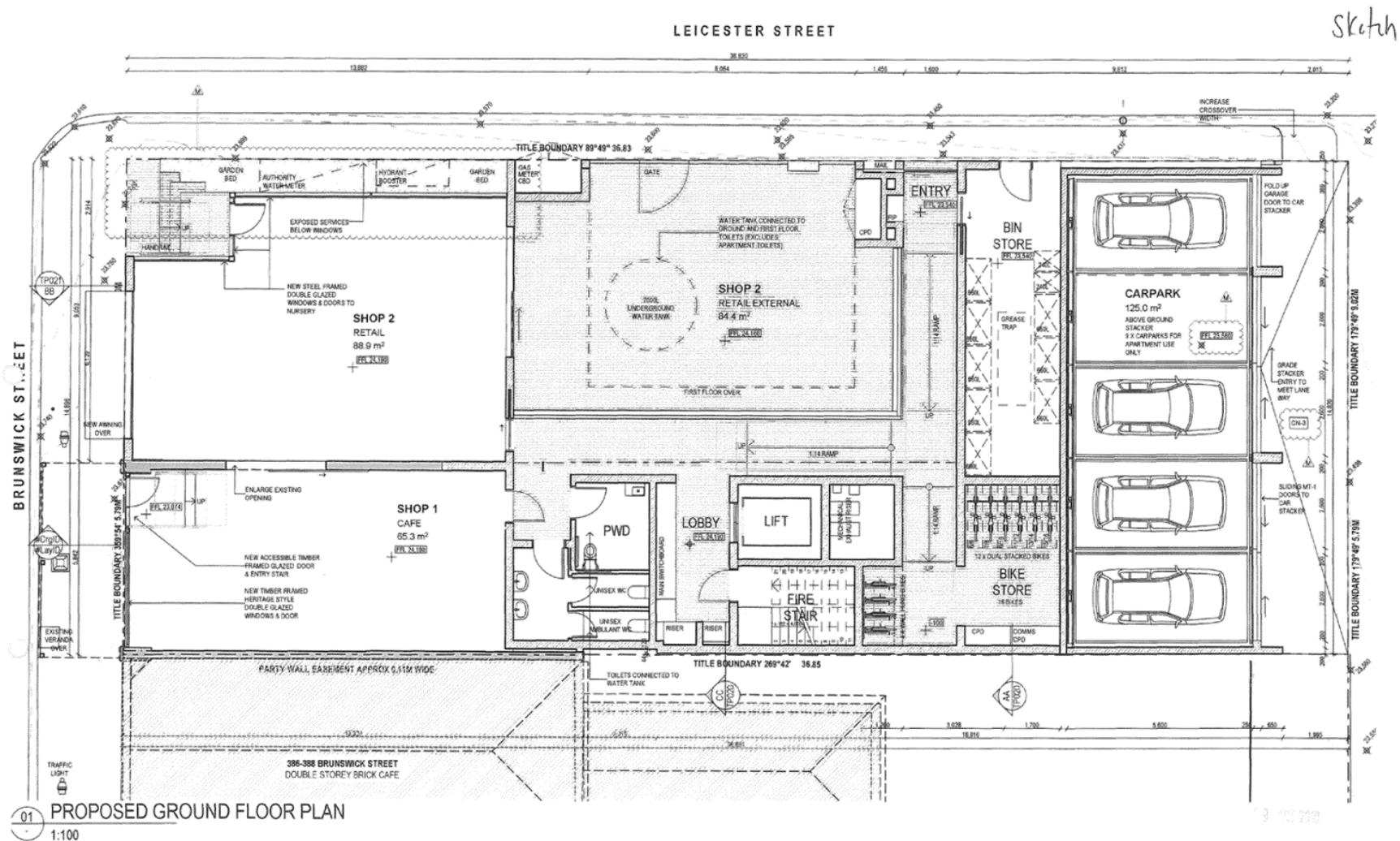
JOB NUMBER
452

DRAWN BY
TW

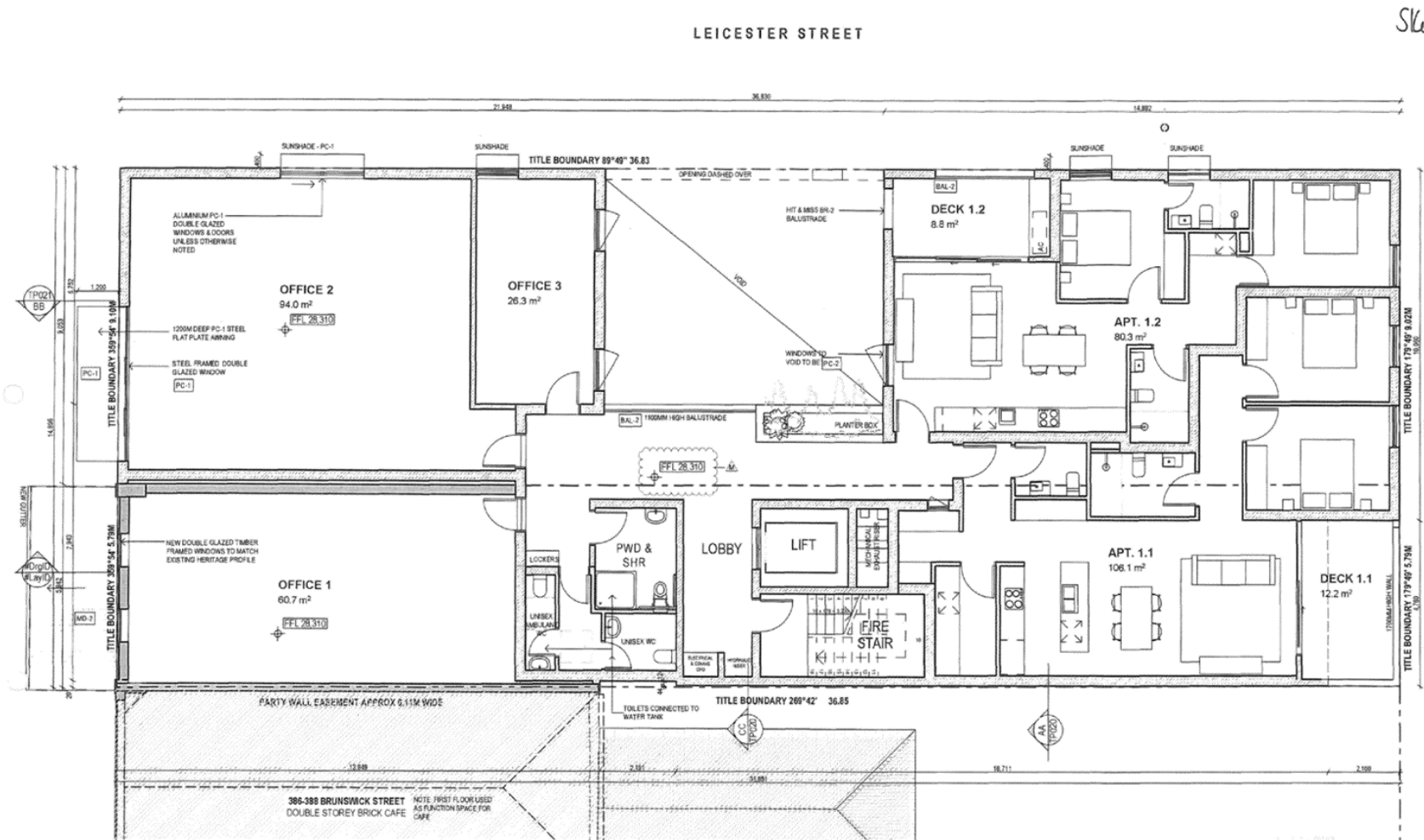
DRAWING NO.
TP031



Attachment 4 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Sketch plans



Attachment 4 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Sketch plans



CLARE COUSINS ARCHITECTS

28 Blackwood Street
North Melbourne
Victoria Australia 3061
03 9829 2086
studio@clarecousinsarchitects.com.au
clarecousinsarchitects.com.au

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
E	28/06/2017	TW	CONSULTANT ISSUE
F	28/06/2017	TW	CLIENT MEETING
G	22/09/2017	TW	CONSULTANT ISSUE
H	05/09/2017	TW	CONSULTANT ISSUE
I	12/10/2017	TW	CLIENT MEETING
J	12/10/2017	TW	PRELIMINARY PLANNING
K	18/10/2017	TW	PLANNING ISSUE
L	30/07/2018	TW	PLANNING PER
M	05/09/2018	TW	REFERRAL RESPONSE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

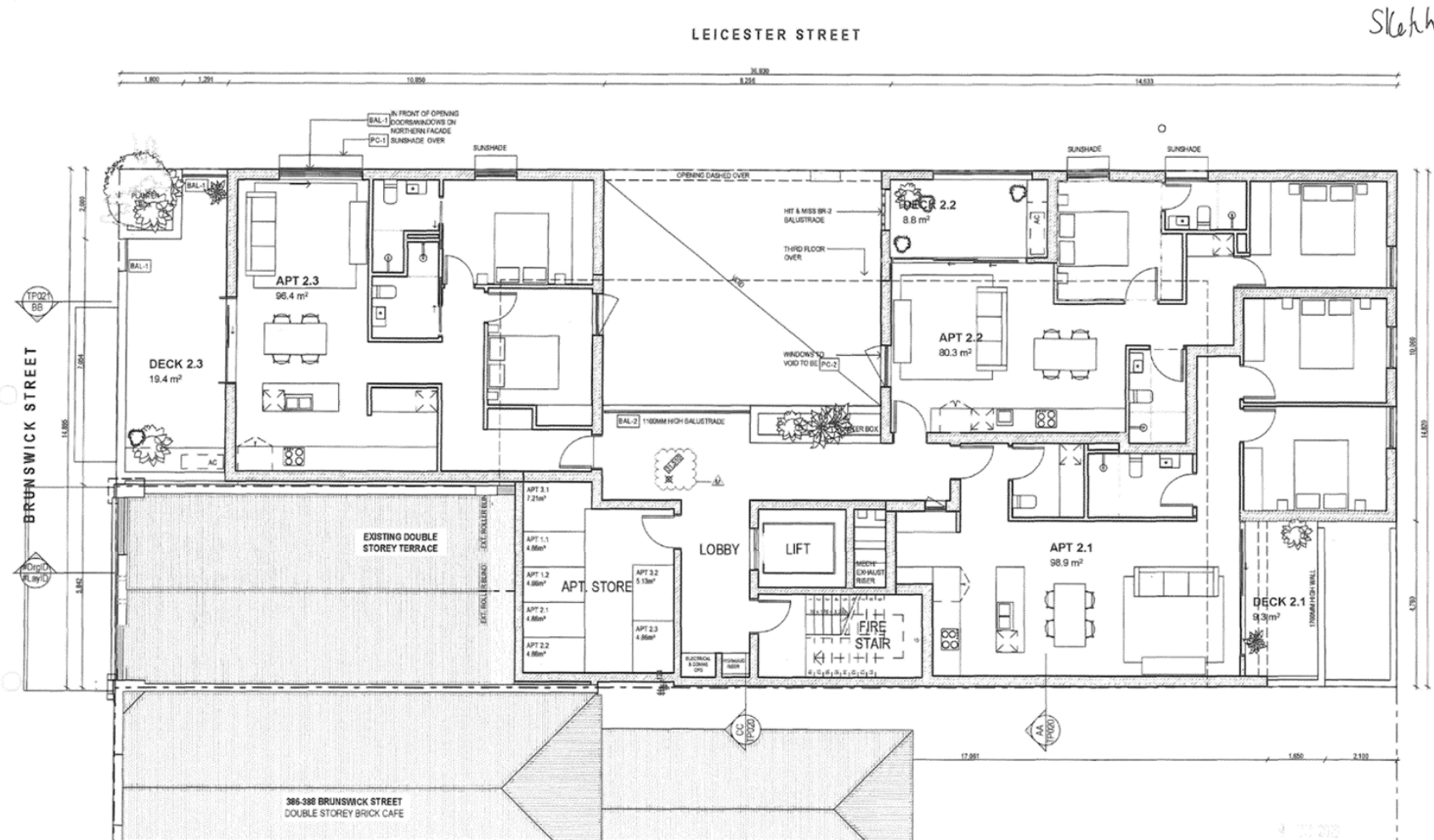
TITLE
PROPOSED FIRST FLOOR PLAN

SCALE AT A3
1:100
ISSUE DATE
5/06/2018

JOB NUMBER
452
DRAWN BY
TW

DRAWING NO
TPC09

Attachment 4 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Sketch plans



01 PROPOSED SECOND FLOOR PLAN
1:100

**CLARE COUSINS
ARCHITECTS**

28 Blackwood Street
North Melbourne
Victoria Australia 3051
03 9359 2886
studio@clarecousins.com.au
clarecousins.com.au

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
E	28/06/017	TW	CONSULTANT ISSUE
F	28/06/2017	TW	CLIENT MEETING
G	28/06/2017	TW	CONSULTANT ISSUE
H	12/05/2017	TW	CONSULTANT ISSUE
I	12/05/2017	TW	CLIENT MEETING
J	12/05/2017	TW	PRELIMINARY PLANNING
K	12/05/2017	TW	PLANNING ISSUE
L	12/05/2018	TW	PLANNING ISSUE
M	12/05/2018	TW	REFERRAL RESPONSE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

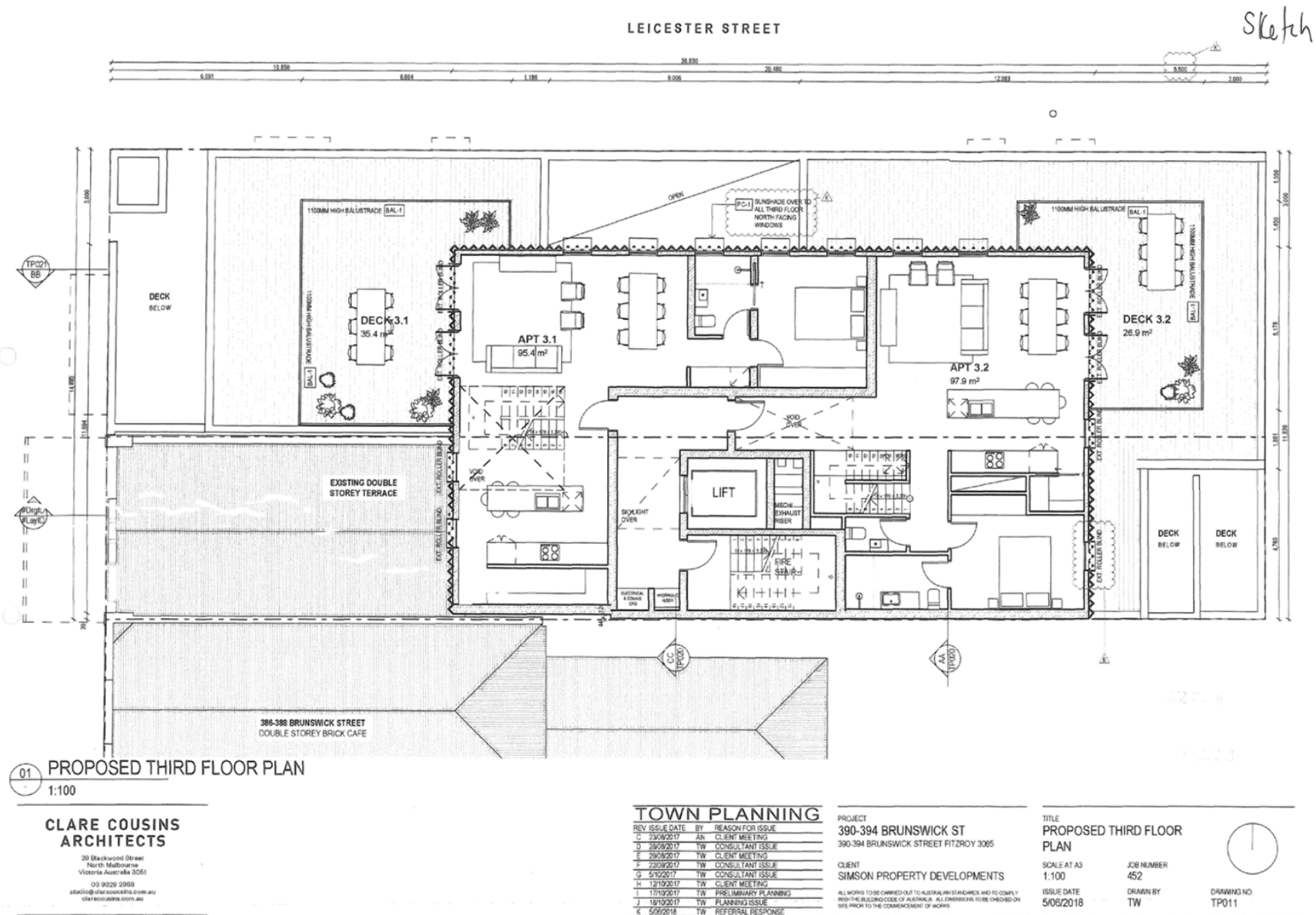
TITLE
**PROPOSED SECOND FLOOR
PLAN**

SCALE AT A3
1:100
ISSUE DATE
5/06/2018

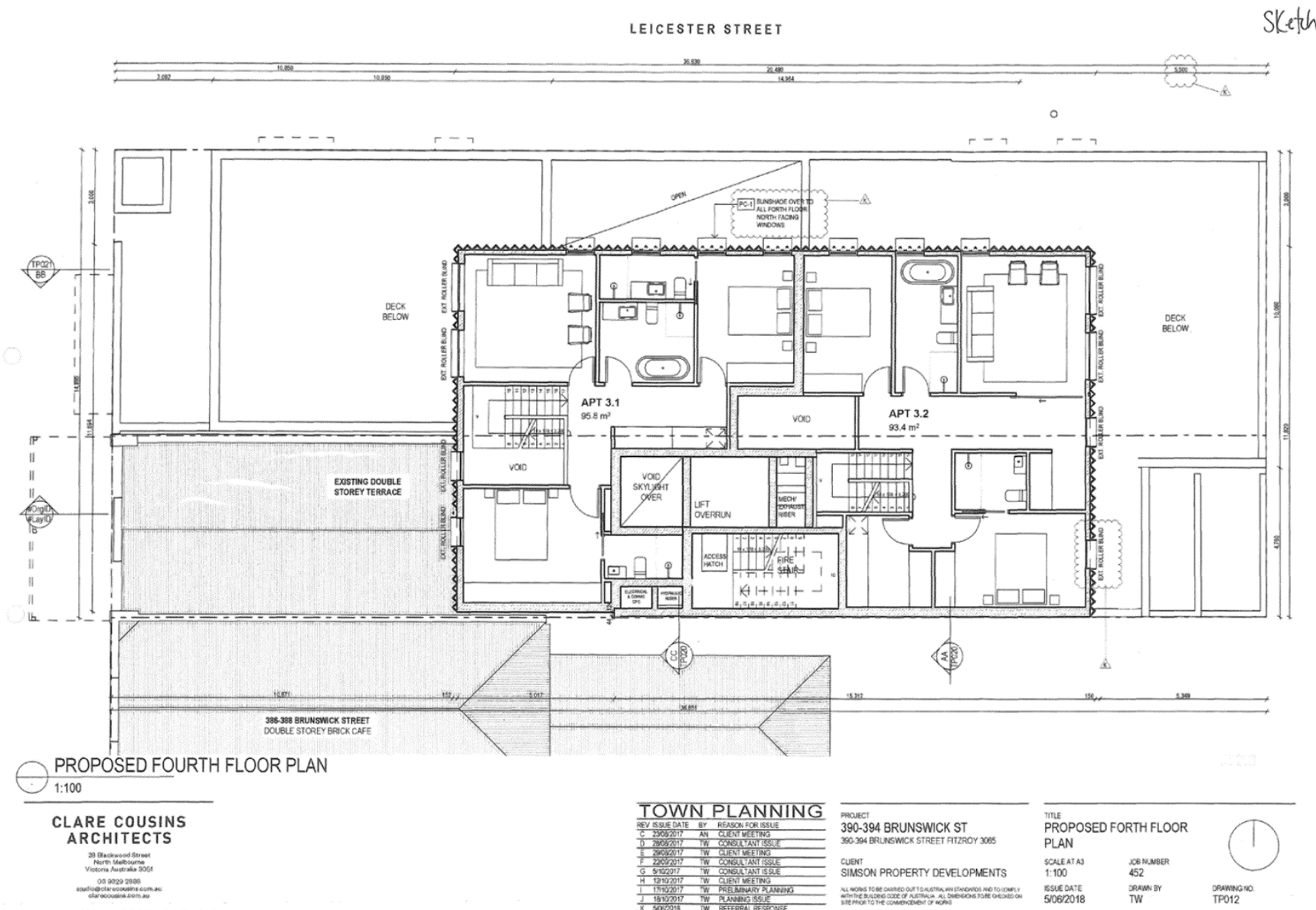
JOB NUMBER
452
DRAWN BY
TW

DRAWING NO
TP010

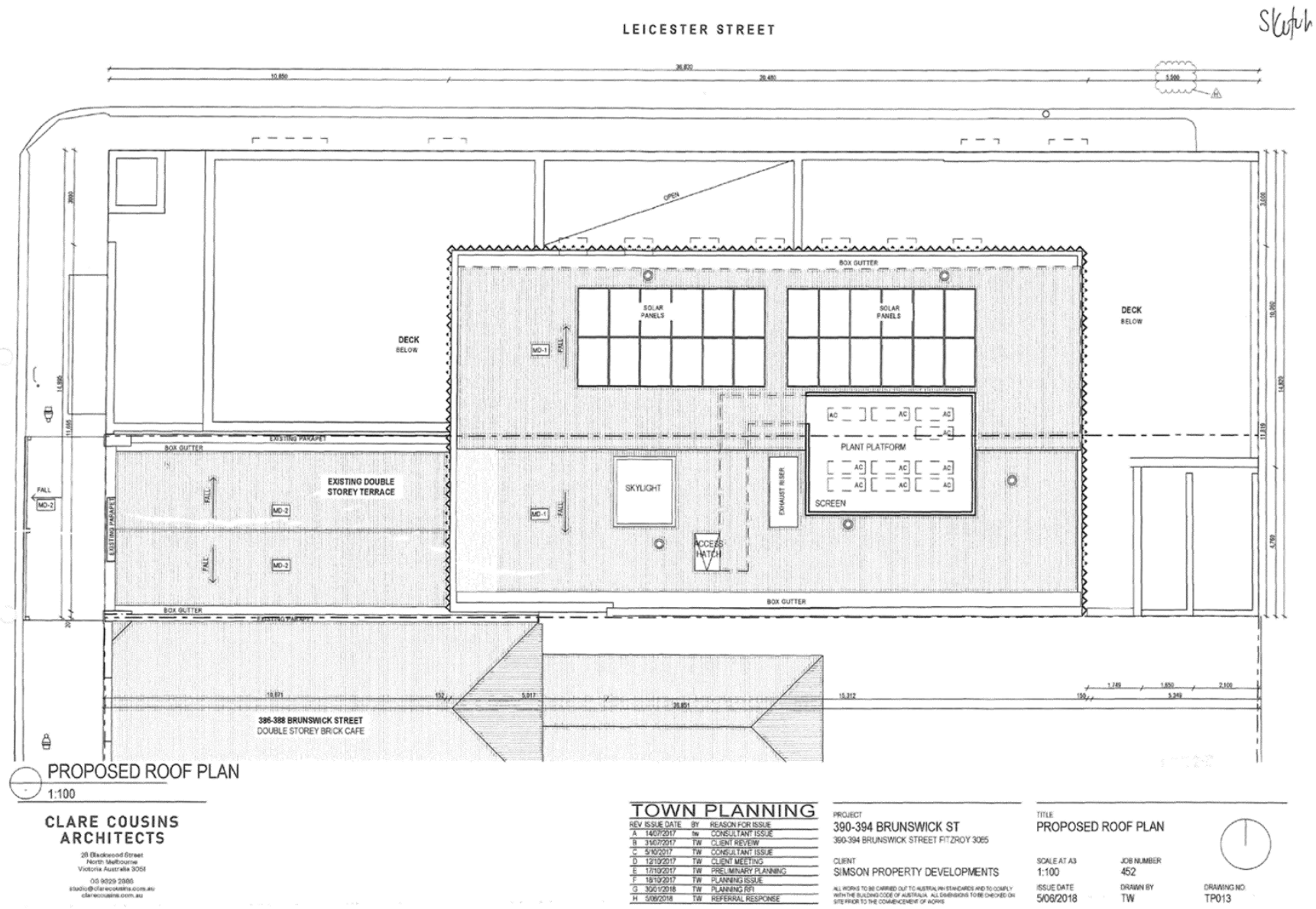
Attachment 4 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Sketch plans



Attachment 4 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Sketch plans

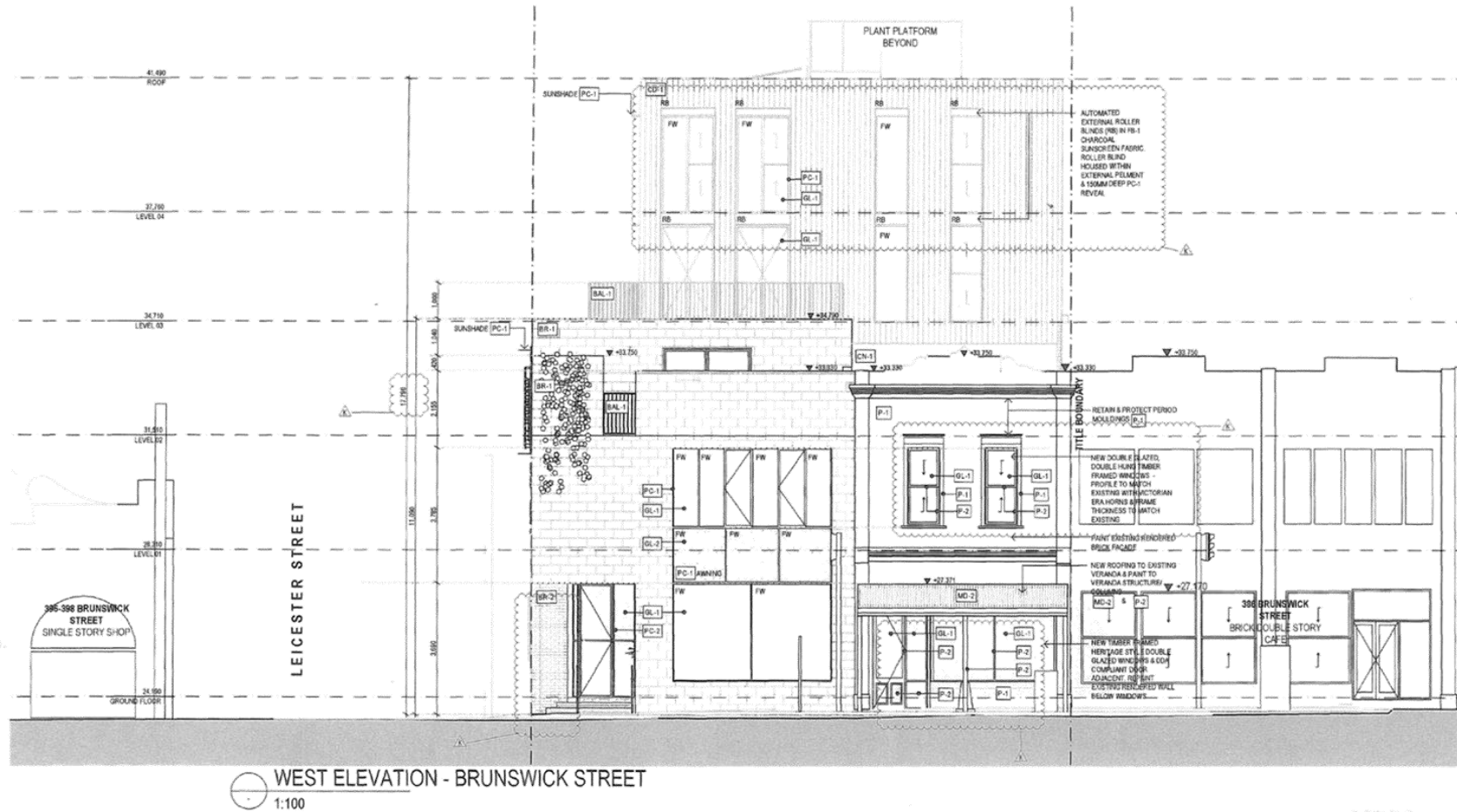


Attachment 4 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Sketch plans



Attachment 4 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Sketch plans

Sketch



CLARE COUSINS ARCHITECTS

28 Blackwood Street
North Melbourne
Victoria Australia 3051
03 9329 2888
studio@clarecousins.com.au
clarecousins.com.au

BAL-1	WHITE METAL ROD BALUSTRADE
BAL-2	RED METAL ROD BALUSTRADE
BR-1	OFF WHITE MASONRY BLOCK
BR-2	RED BRICK
CD-1	METAL CLADDING - COLOURBOND SURFIMT
CN-1	PRECAST CONCRETE - RAW GREY FINISH
CN-2	TEXTURED PRECAST CONCRETE
GL-1	CLEAR GLASS

GL-2	OBSOLETE GLASS - MAXIMUM 20% TRANSPARENCY
MD-2	GALVANISED CORRUGATED STEEL ROOFING
MD-1	ZINCALUME CORRUGATED TRIMDECK ROOFING
MT-1	WHITE PERFORATED METAL SCREEN
P-1	PAIN FINISH - BEIGE
P-2	PAIN FINISH - DARK RED
PC-1	METAL FINISH - POWDERCOAT OR SITE PAINT - WHITE
PC-2	METAL FINISH - POWDERCOAT OR SITE PAINT - RED

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
C	23/09/2017	AN	CLIENT MEETING
C	23/09/2017	TW	CLIENT MEETING
E	22/09/2017	TW	CONSULTANT ISSUE
F	5/10/2017	TW	CONSULTANT ISSUE
G	12/10/2017	TW	CLIENT MEETING
H	17/10/2017	TW	PRELIMINARY PLANNING
I	18/10/2017	TW	PLANNING ISSUE
J	30/10/2018	TW	PLANNING RPT
K	5/06/2018	TW	REFERRAL RESPONSE

PROJECT	390-394 BRUNSWICK ST 390-394 BRUNSWICK STREET FITZROY 3005
CLIENT	SIMSON PROPERTY DEVELOPMENTS
ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.	

TITLE	WEST ELEVATION
SCALE AT A3	1:100
ISSUE DATE	5/06/2018
JOB NUMBER	452
DRAWN BY	TW
DRAWING NO.	TP016

Attachment 4 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Sketch plans



CLARE COUSINS ARCHITECTS

28 Blackwood Street
North Melbourne
Victoria Australia 3061
03 9629 2888
clarcous@clarcous.com.au
clarcous.com.au

BAL-1	WHITE METAL ROD BALUSTRADE	GL-2	OBSCURE GLASS - MAXIMUM 25% TRANSPARENCY
BAL-2	RED METAL ROD BALUSTRADE	MD-2	GALVANISED CORRUGATED STEEL ROOFING
BR-1	OFF WHITE MASONRY BLOCK	MD-4	ZINCALUME CORRUGATED TRIMDECK ROOFING
BR-2	RED BRICK	MT-1	WHITE PERFORATED METAL SCREEN
CD-1	METAL CLADDING - COLOURBOND SURFIMIST	P-1	PAIN FINISH - BEIGE
CN-1	PRECAST CONCRETE - RAW GREY FINISH	P-2	PAIN FINISH - DARK RED
CN-2	TEXTURED PRECAST CONCRETE	PC-1	METAL FINISH - POWDERCOAT OR SITE PAINT - WHITE
GL-1	CLEAR GLASS	PC-2	METAL FINISH - POWDERCOAT OR SITE PAINT - RED

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
B	3/10/2017	TW	CLIENT REVIEW
C	2/05/2017	AN	CLIENT MEETING
D	2/05/2017	TW	CLIENT MEETING
E	2/05/2017	TW	CONSULTANT ISSUE
F	4/10/2017	TW	CONSULTANT ISSUE
G	19/10/2017	TW	CLIENT MEETING
H	17/12/2017	TW	PRELIMINARY PLANNING
I	19/10/2017	TW	PLANNING ISSUE
J	5/09/2018	TW	REFERRAL RESPONSE

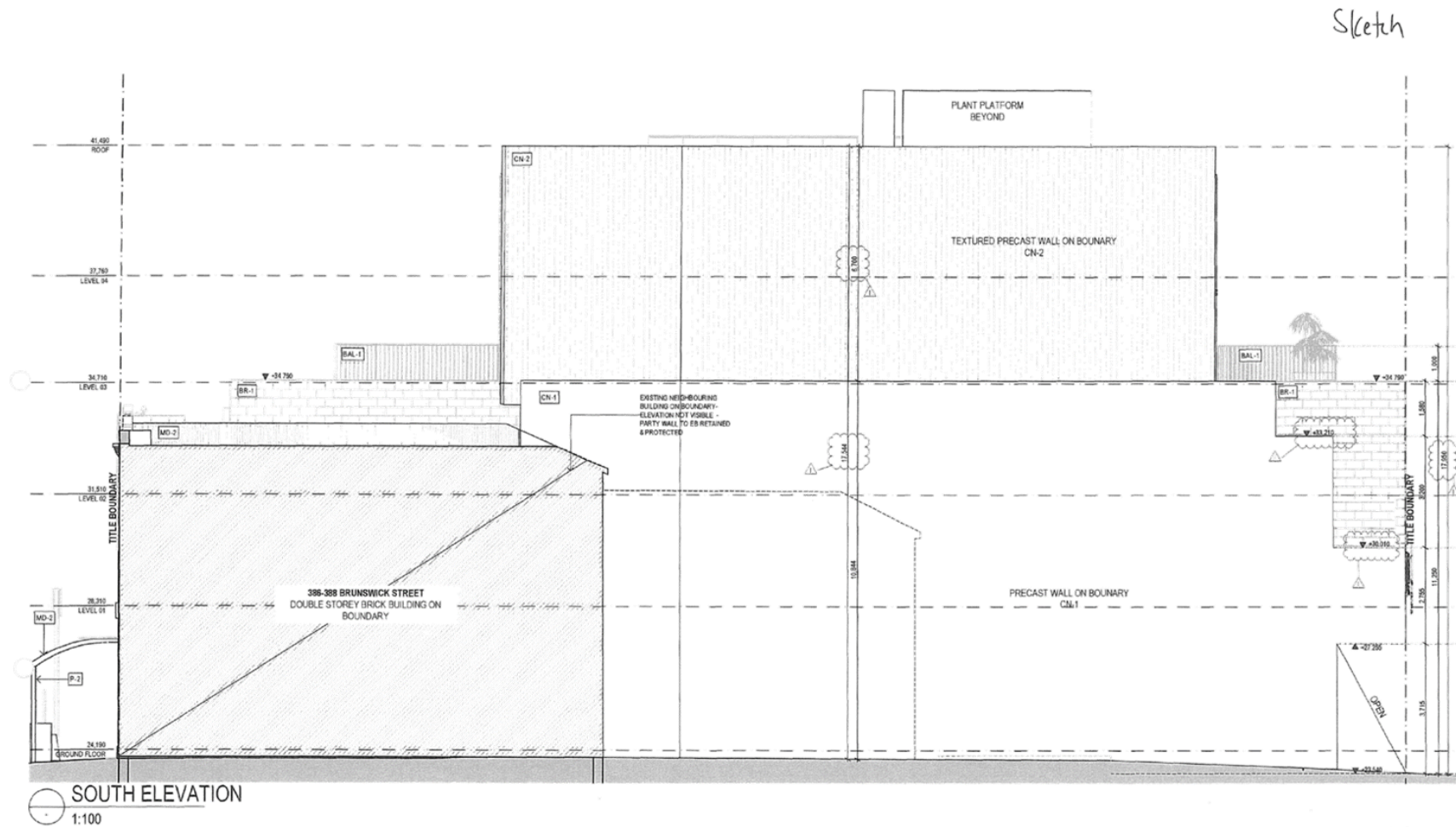
PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS
ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
NORTH ELEVATION

SCALE AT A3
1:100
JOB NUMBER
452
ISSUE DATE
5/06/2018
DRAWN BY
TW
DRAWING NO.
TP017

Attachment 4 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Sketch plans

CLARE COUSINS
ARCHITECTS

28 Blackwood Street
North Melbourne
Victoria Australia 3051
03 9526 2889
studio@clarecousins.com.au
clarecousins.com.au

BAL-1	WHITE METAL ROD BALUSTRADE	GL-2	OBSCURE GLASS - MAXIMUM 25% TRANSPARENCY
BAL-2	RED METAL ROD BALUSTRADE	MD-2	GALVANISED CORRUGATED STEEL ROOFING
BR-1	OFF WHITE MASONRY BLOCK	MD-4	ZINCALUME CORRUGATED TRIMDECK ROOFING
BR-2	RED BRICK	MT-1	WHITE PERFORATED METAL SCREEN
CD-1	METAL CLADDING - COLOURBOND SURFMIST	P-1	PAINT FINISH - BEIGE
CN-1	PRECAST CONCRETE - RAW GREY FINISH	P-2	PAINT FINISH - DARK RED
CN-2	TEXTURED PRECAST CONCRETE	PC-1	METAL FINISH - POWDERCOAT OR SITE PAINT - WHITE
GL-1	CLEAR GLASS	PC-2	METAL FINISH - POWDERCOAT OR SITE PAINT - RED

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
A	14/07/2017	IM	CONSULTANT ISSUE
B	12/09/2017	TW	CLIENT REVIEW
C	28/09/2017	TW	CLIENT MEETING
D	22/09/2017	TW	CONSULTANT ISSUE
E	5/10/2017	TW	CONSULTANT ISSUE
F	12/10/2017	TW	CLIENT MEETING
G	17/10/2017	TW	PRELIMINARY PLANNING
H	18/10/2017	TW	PLANNING ISSUE
I	5/09/2018	TW	REFERRAL RESPONSE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3005

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
SOUTH ELEVATION

SCALE AT A3
1:100

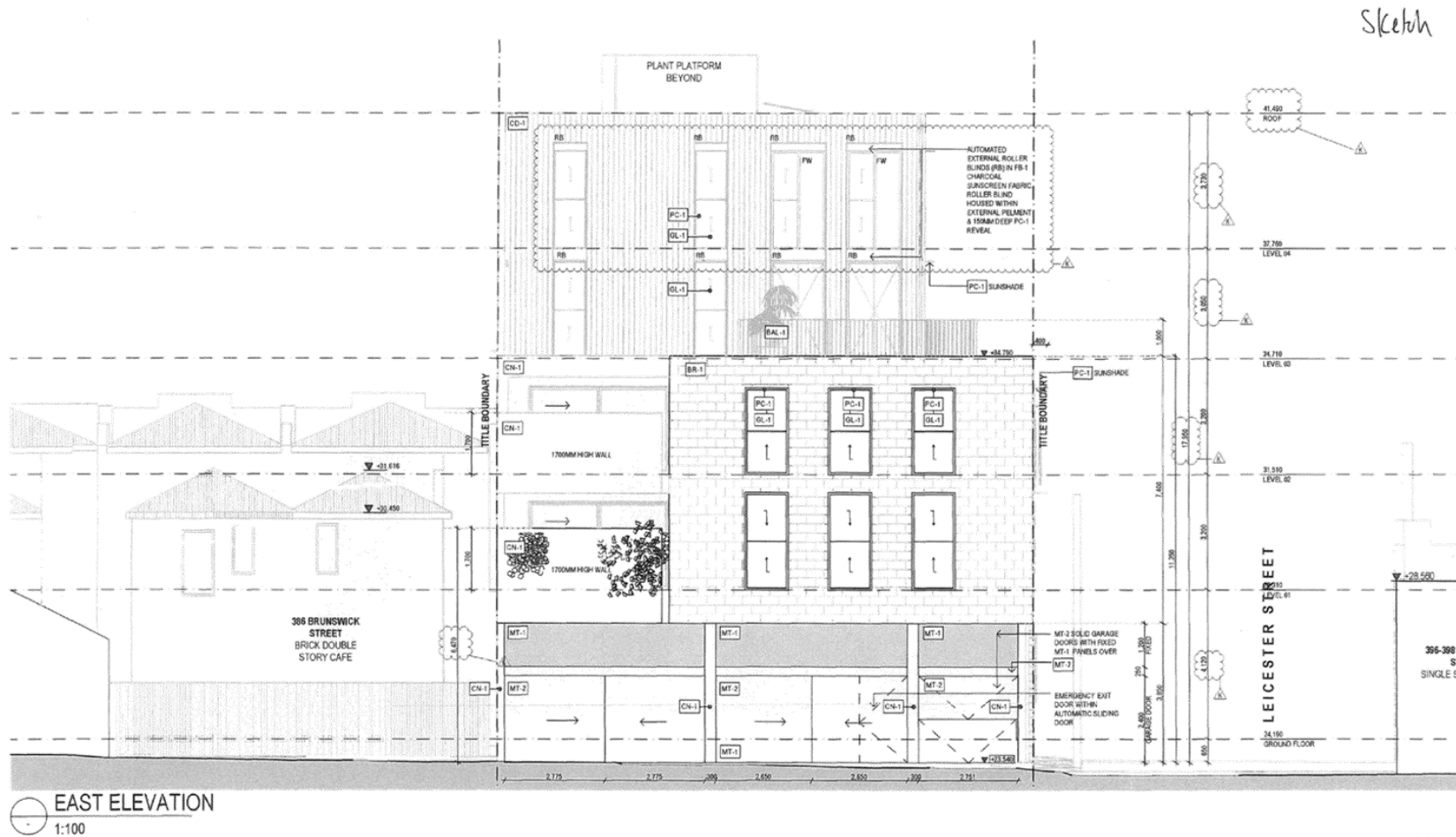
ISSUE DATE
5/08/2018

JOB NUMBER
452

DRAWN BY
TW

DRAWING NO
TP018

Attachment 4 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Sketch plans



**CLARE COUSINS
ARCHITECTS**

28 Backwood Street
North Melbourne
Victoria Australia 3061
03 9599 2688
studio@clarecousins.com.au
clarecousins.com.au

BAL-1	WHITE METAL ROD BALUSTRADE	GL-2	OBSCURE GLASS - MAXIMUM 25% TRANSPARENCY
BAL-2	RED METAL ROD BALUSTRADE	MD-2	GALVANISED CORRUGATED STEEL ROOFING
BR-1	OFF WHITE MASONRY BLOCK	MD-1	ZINCALUME CORRUGATED TRIMDECK ROOFING
BR-2	RED BRICK	MT-1	WHITE PERFORATED METAL SCREEN
CD-1	METAL CLADDING - COLOURBOND SURFMIST	P-1	PAINT FINISH - BEIGE
CN-1	PRECAST CONCRETE - RAW GREY FINISH	P-2	PAINT FINISH - DARK RED
CN-2	TEXTURED PRECAST CONCRETE	PC-1	METAL FINISH - POWDERCOAT OR SITE PAINT - WHITE
GL-1	CLEAR GLASS	PC-2	METAL FINISH - POWDERCOAT OR SITE PAINT - RED

TOWN PLANNING

REV	ISSUE DATE	BY	REASON FOR ISSUE
C	23/06/2017	AN	CLIENT MEETING
D	29/02/2017	TW	CLIENT MEETING
E	22/09/2017	TW	CONSULTANT ISSUE
F	01/02/2017	TW	CONSULTANT ISSUE
G	12/02/2017	TW	CLIENT MEETING
H	17/02/2017	TW	PRELIMINARY PLANNING
I	18/02/2017	TW	PLANNING ISSUE
J	30/12/2018	TW	PLANNING RPT
K	30/09/2018	TW	REFERRAL RESPONSE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS
ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
EAST ELEVATION

SCALE AT A3
1:100
ISSUE DATE
5/06/2018

JOB NUMBER
452
DRAWN BY
TW

DRAWING NO.
TP019

Attachment 5 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Colour renders and floor plans



**CLARE COUSINS
ARCHITECTS**

29 Basilwood Street
North Melbourne
Victoria Australia 3061

03 9329 2888
studio@clarecousins.com.au
clarecousins.com.au

18 DESIGN RESPONSE

PROJECT

390-394 BRUNSWICK STREET, FITZROY
OCTOBER 2017

RECEIVED

02 NOV 2017

Attachment 5 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Colour renders and floor plans



**CLARE COUSINS
ARCHITECTS**

28 Blackwood Street
North Melbourne
Victoria Australia 3061

03 9620 2888
studio@clarecousins.com.au
clarecousins.com.au

19 DESIGN RESPONSE

PROJECT

390-394 BRUNSWICK STREET, FITZROY
OCTOBER 2017

RECEIVED

02 NOV 2017

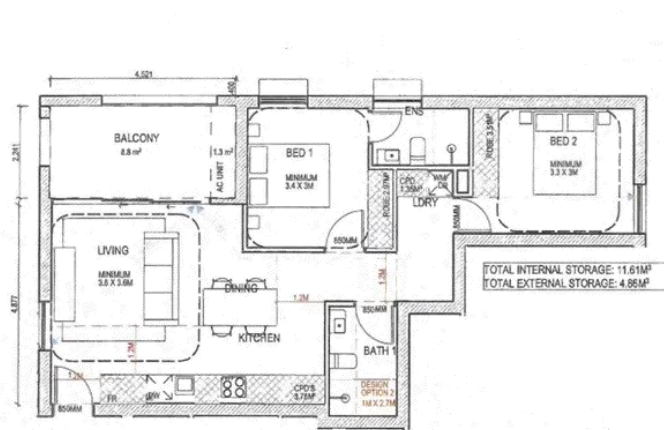
Attachment 5 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Colour renders and floor plans



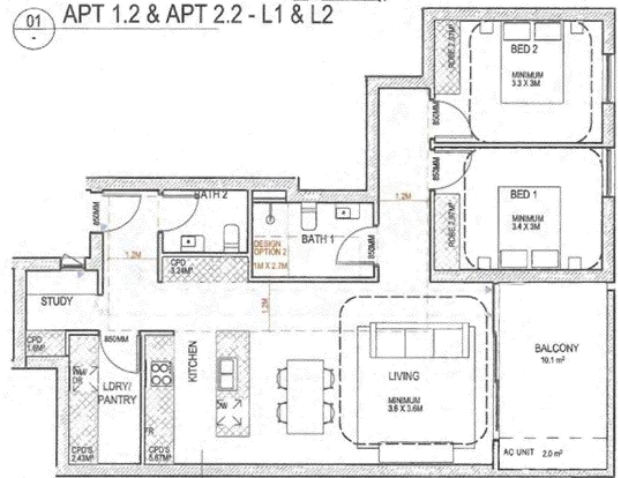
Attachment 5 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Colour renders and floor plans



Attachment 5 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Colour renders and floor plans



01 APT 1.2 & APT 2.2 - L1 & L2



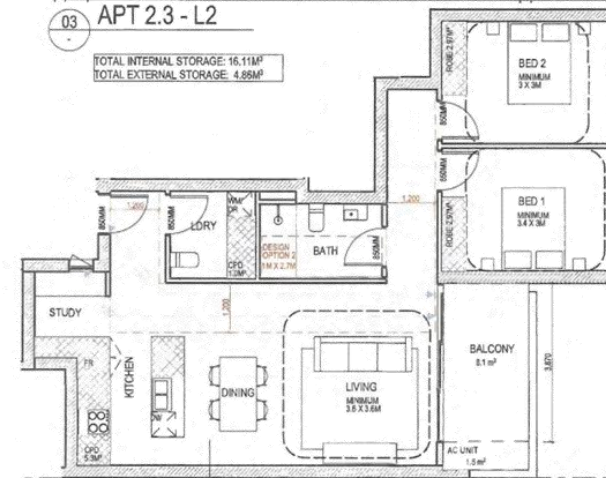
02 APT 1.1 - L1

TOTAL INTERNAL STORAGE: 18.88M³
TOTAL EXTERNAL STORAGE: 4.86M³



03 APT 2.3 - L2

TOTAL INTERNAL STORAGE: 16.11M³
TOTAL EXTERNAL STORAGE: 4.86M³



04 APT 2.1 - L2

TOTAL INTERNAL STORAGE: 12.24M³
TOTAL EXTERNAL STORAGE: 4.86M³

**CLARE COUSINS
ARCHITECTS**

28 Blackwood Street
North Melbourne
Victoria Australia 3061
03 9529 5888
studio@clarecousins.com.au
clarecousins.com.au

STORAGE
ACCESSIBLE PATH OF TRAVEL
BREEZEWAY PATH

TOWN PLANNING

REV. ISSUE DATE BY REASON FOR ISSUE
A 17/10/2017 TW PRELIMINARY PLANNING
B 18/10/2017 TW PLANNING ISSUE

PROJECT
390-394 BRUNSWICK ST
390-394 BRUNSWICK STREET FITZROY 3065

CLIENT
SIMSON PROPERTY DEVELOPMENTS

ALL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS AND TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

TITLE
DETAILED APARTMENT PLANS

SCALE AT A3
1:100
ISSUE DATE
18/10/2017

JOB NUMBER
452
DRAWN BY
TW

DRAWING NO.
TP014

RECEIVED
13 FEB 2018

Attachment 5 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Colour renders and floor plans



Attachment 6 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Heritage advice**City of Yarra
Heritage Advice**

Application No.:	PLN17/0941
Address of Property:	390-394 Brunswick Street, Fitzroy
Planner:	Lara Fiscalini
Yarra Planning Scheme References:	STATE POLICY: <ul style="list-style-type: none"> • Clause 15.03 Heritage LOCAL POLICY: <ul style="list-style-type: none"> • Clause 21.05-1 Built Form (Heritage) • Clause 43.01 Heritage Overlay • Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay
Heritage Overlay No. & Precinct:	HO-311 Brunswick Street Precinct
Level of significance:	Contributory, constructed 1870-1890 (Appendix 8, City of Yarra Review of Heritage Overlay Areas 2007) Schedule to the heritage overlay: Paint controls apply
General description:	Part demolition and development of: <ul style="list-style-type: none"> • A three-storey new development to the corner of Brunswick and Leicester Streets; and • A two-storey roof top development set back from Brunswick Street
Drawing Nos.:	Set of 32 x A3 drawings prepared by Clare Cousins Architects, received by Council and date stamped 13 February 2018

CONTEXT DESCRIPTION:

The subject site is composed of two adjoining rectangular allotments with principal frontages to Brunswick Street; a side frontage to Leicester Street; and a bluestone laneway at the rear. They are located on the eastern side of Brunswick Street, which is a wide street measuring 17.5metres footpath to footpath.

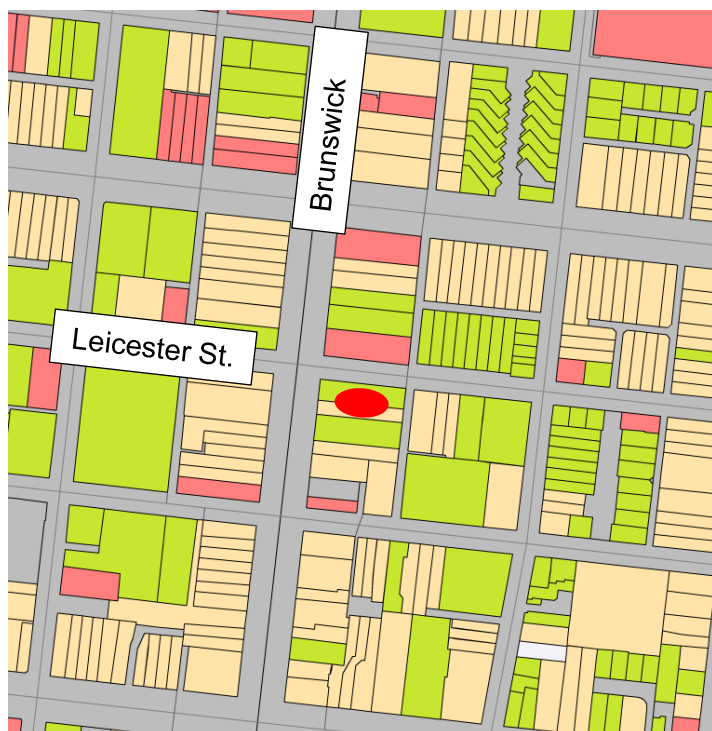
The subject site contains a Victorian-era shop with residence above (no.390 Brunswick Street) and a vacant lot (394 Brunswick Street). The building at No.390 has a rendered façade, timber sash windows, decorative façade and a rectangular parapet decorated with scrolls.

Remnant features of No's.386, 388 and especially no.384 Brunswick Street indicate that nos. 384-390 Brunswick Street were originally a row of four identical buildings. The MMBW plan from c.1900 for the site shows that nos.384-390 Brunswick Street shared a verandah and that no.394 Brunswick Street may always have been a vacant site (or at least developed later with less substantial structures). There are no new additions at the rear of no.384-390 Brunswick Street.

The site is surrounded by individually significant, contributory and some non-contributory buildings. Whilst No's.386 and 388 are now significantly altered, Victorian-era, non-contributory buildings, No.396 Brunswick Street (across from the subject site to the north) is an individually significant building. For the most part, Brunswick Street is a high quality, historic streetscape, particularly at the upper levels.

The site also has side frontage to Leicester Street, which is included in HO334. Leicester Street is predominately built up with small scale, moderately intact domestic dwellings and moderately intact warehouses.

Attachment 6 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Heritage advice



Above: extract from Yarra GIS showing subject site (red dot) in relation to individually significant (pink), contributory (cream) and non-contributory (green) buildings.

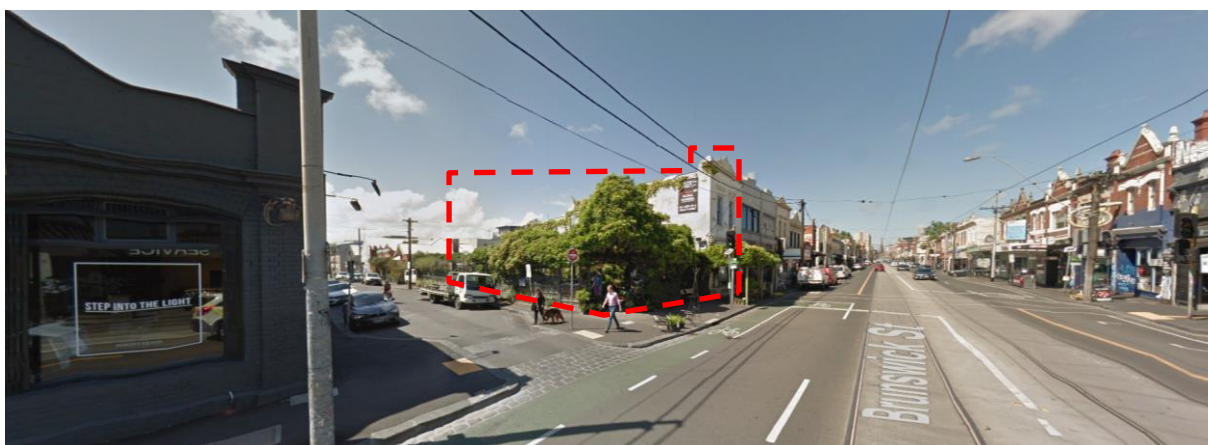


Above: aerial image of subject site.

Attachment 6 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Heritage advice



Above: Subject site as seen from across the street.



Above: Brunswick Street as seen from the north. Subject site denoted by red dashed line.



Above: Rear of subject site as seen from Leicester Street.

Attachment 6 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Heritage advice

ASSESSMENT OF PROPOSED WORKS:

Comments regarding proposed demolition:

The extent of demolition proposed by this application includes:

- Part removal of the main roof (at the rear) and all of the fabric beyond the main building;
- Partial removal of the northern-side wall for new openings;
- Removal of entire shopfront glazing at ground level;
- Removal and replacement of upper level façade windows for double glazed units;
- Removal of street awning roofing; and
- Removal of all fencing, gates, and other landscape structures.

The key consideration for assessing this aspect of the works is whether the proposed demolition will adversely affect the significance of the heritage building or the broader heritage precinct.

Clause 22.02-5.1 of the Yarra Planning Scheme encourages the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place; and generally discourages the demolition of part of an individually significant or contributory building or removal of contributory elements unless:

- That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).

For a contributory building:

- that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or
- the removal of the part would not adversely affect the contribution of the building to the heritage place.

The proposed extent of roof demolition will maintain a majority of the existing main hipped roof form. The extent of roof demolition will not be visible from directly opposite. The visibility of the existing roofs from Leicester Street is not considered contributory elements to that streetscape as the building is setback from that street and would typically be obscured by any building constructed on the corner.

There existing structures at the rear of the main building do not appear to be former stables or privies. Full demolition of fabric beyond the existing main building is therefore supported.

Removal of northern wall fabric is for access to the proposed building to the north:

Although the removal of original building fabric is not usually desirable, the wall affected by these works was originally intended to be a party wall between adjoining buildings. As such, the wall would not have been visible except from internally. The northern side wall of the heritage building is currently visible from the street only because the corner allotment was never built on.

Based on the current proposed works, this wall will no longer be visible from the street. As the proposed openings in the side wall will not be visible from the street, it is considered that the removal of fabric from the side wall is acceptable.

Attachment 6 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Heritage advice

Removal of ground level shop front:

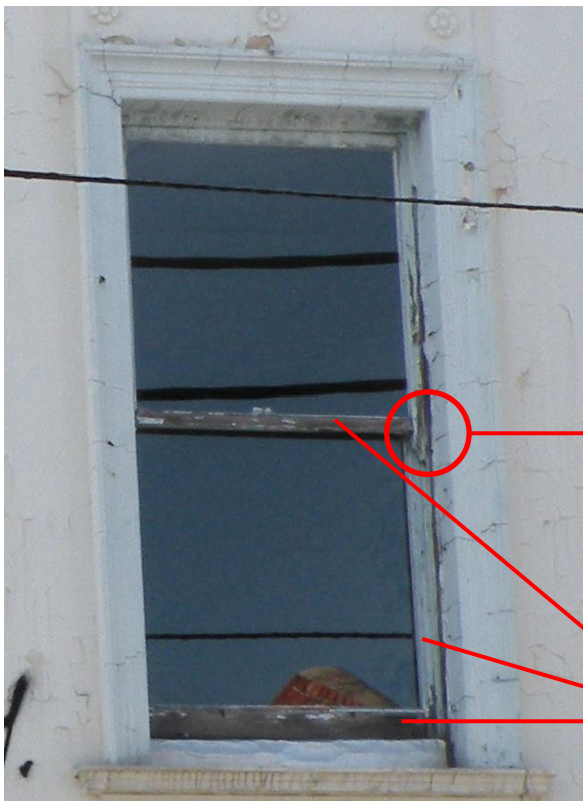


Left: Existing shopfront

The existing shopfront does not appear to be original however its configuration (with fixed glazing, a stall and an angled ingo), timber frames and large panes of glass are typical of the Victorian style shopfronts. Removing this shopfront for the purposes of achieving DDA compliance is considered acceptable as no original fabric will be lost. The proposed replacement shopfront window should similarly be of Victorian configuration and constructed of timber.

Removal of upper level façade windows:

The existing upper level façade window frames appear to be original. Double-glazed timber window units will be 'chunkier' than the existing window frames due to the additional weight of the extra glazing. To maintain the appearance of the original windows, the existing window frames should be either repaired or replaced with identical single-glazed window units. Internal secondary glazing units should be installed if sound or temperature attenuation is required.



Victorian-era
horns

Note
thickness of
frames

Attachment 6 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Heritage advice

Replacement of verandah roof:

The proposal seeks to replace the existing verandah roof with Zinalume. Zinalume is a highly reflective material and is not generally supported on heritage buildings. The most appropriate material would be unpainted galvanised, corrugated Heritage Grade Z600 steel.

Comments regarding new development:

The extent of new works proposed by this application includes development of:

- A three-storey new development at the corner of Brunswick and Leicester Streets (shaded blue below); and
- A two-storey roof top development setback from Brunswick Street (shaded red below)



REGARDING THE THREE-STOREY NEW DEVELOPMENT AT NOS. 392-394

The key consideration for assessing this aspect of the works is whether the proposed new development will

- Be in keeping with the character or appearance of nearby heritage buildings of contributory significance; AND
- Not adversely affect the significance of the broader heritage precinct.

Setbacks:

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages:

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.

The proposed front setback for the new development will be zero metres from both street frontages with recess at ground level on the corner and partially along Leicester Street.

The top floor (Second floor level) is setback about 3 metres from Brunswick Street. This has allowed the balustrade/parapet to be of a consistent and positive response to the height of the adjoining buildings to the south.

The proposed setbacks of this part of the new development are considered acceptable.

Scale/height/appearance

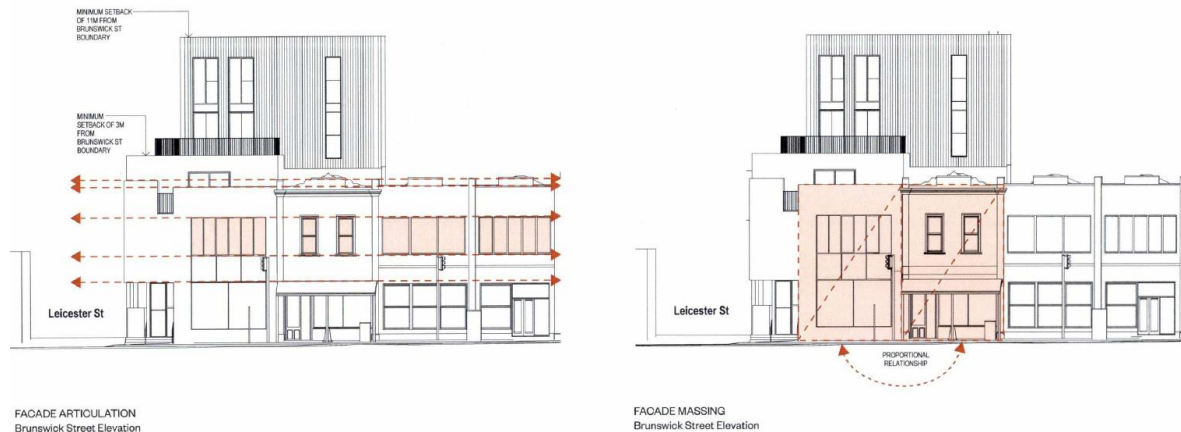
Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages:

Attachment 6 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Heritage advice

similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height

The proposed facade height for the new development will be generally consistent with the height of the adjoining buildings to the south.

Similarly the articulation of the proposed window openings will be consistent with the façade of the adjoining heritage building. Despite the proposed new building being contemporary in appearance,



Above: Façade articulation details also detailed in TRIM: D18/40950 Advertising Detail Plans part 2.

The proposed external materials for the new development will be off-white masonry blockwork with white framed windows. A majority of the nearby shopfronts are painted render finishes so the colouring of the proposed blockwork façade will not be completely out of character.

The appearance of the proposed new building fronting Leicester Street is of less heritage concern than the Brunswick Street façade. The proposed recess/atrium is considered a good design approach to breaking up the impact of the scale/mass of the building on the secondary streetscape.

On heritage grounds, the scale and appearance of this part of the development is acceptable.

REGARDING THE TWO-STOREY ROOFTOP DEVELOPMENT:

Setbacks/scale:

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages:

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.

The proposed rooftop development will be setback about 10.8 metres from Brunswick Street and 3 metres from Leicester Street. There are no comparable developments of this height in the immediate vicinity.

The submitted sightline drawing (shown below) indicates that only the topmost floor level (fourth floor) will be visible from the opposite side of the street. The visibility of just one floor level rising above the existing street front scale, is considered acceptable as will not dominate the streetscape.

Attachment 6 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Heritage advice



Above: Sightline diagram showing extent of visibility of rooftop development from directly across Brunswick Street.



Above: Proposed appearance of the new development showing extent of rooftop addition that will be visible from the opposite side of Brunswick Street

Appearance:

The proposed addition will be simple in appearance, clad in metal sheeting in 'Surfmist' colouring. The proposed openings will be rectangular in proportion and appear to be generally consistent with the character of the surrounding buildings which have about 40% of the street wall face comprised with openings such as windows and doors.

REGARDING ALTERATIONS TO THE REMAINING HERITAGE BUILDING:

The heritage building is subject to external paint controls. Clause 22.02-5.4 states that it is policy to:

Encourage paint colours to be consistent with the period of the heritage place.

The subject building is mid – late Victorian in style. The rendered walls of the building were likely to range from beige to salmon pink with timber joinery painted in dark contrasting colours deep Brunswick green or dark crimson. The proposed "white on white" scheme will not enhance the heritage character of the building and is contrary to the intent of the heritage controls.

RECOMMENDATIONS:

On heritage grounds the works proposed in this application may be approved subject to the following conditions:

- 1) That the existing window frames to no. 390 Brunswick Street must be either repaired or replaced with identical single-glazed window units. Internal secondary glazing units should be installed if sound or temperature attenuation is required;

Attachment 6 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Heritage advice

- 2) That the existing street verandah roof to no. 390 Brunswick Street must be replaced with unpainted Heritage Grade Z600 corrugated steel NOT Zinalume or Colourbond roofing products;
- 3) That the walls of the no. 390 Brunswick Street must be painted in a colour that is consistent with the mid Victorian period of the building, NOT white;
- 4) That the timber window and door joinery, both at ground and upper floor level of no. 390 Brunswick Street, must be painted in a dark contrasting colour (such as Venetian red, Brunswick green or dark crimson) to the pale main wall colour;

SIGNED:



Diahn McIntosh

DATED: 2 May 2018

Attachment 7 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Urban Design comments



MeMO

TO: Lara Fiscalini (Statutory Planning)
FROM: Amruta Pandhe (Urban Design)
DATE: 19 March 2018
SUBJECT: 390 Brunswick Street Fitzroy
APPLICATION NO: PLN17/0941
DESCRIPTION: Part demolition and development of the land for the construction of a five-storey mixed-use building

COMMENTS SUMMARY

Urban Design comments have been sought on:

- Proposed design of development;
- Integration with the Brunswick and Leicester Street streetscapes.

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 with issue date 30th January 2018.

COMMENTS SUMMARY

The proposal is supported in its current form and will set a good precedent for Brunswick Street. Urban Design comments have been sought on the above proposal. 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.

- Ground floor interface along Leicester Street needs to be provide a better public realm environment and the overall street frontage needs to incorporate more landscaping by:
 - Relocating the services and providing landscaping in that space to reflect the existing nursery character and provide visual interest to the corner;
 - Increasing landscaping in external retail space along the boundary line and explore provision of creepers that would be able to grown on the building façade along Leicester Street;
 - Provision of rooftop planting from third floor that cascades down the sides of the building along Leicester Street frontage; and
 - Explore any other landscaping opportunities within the development.

It is understood that there are no capital works to be carried out within the area of the subject site.

Attachment 7 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Urban Design comments**DEVELOPMENT PROPOSAL**

The development proposes part demolition and development of a 5-storey mixed use development incorporating shops, offices and apartments. The proposal provides entries to two retail tenancies from Brunswick Street and one retail tenancy, apartment and office lobby from Leicester Street and car park entry from the lane.

URBAN DESIGN FEEDBACK

- **Built Form**

The site is located on the corner of Brunswick Street and Leicester Street and will be more visible from surrounding area. Hence, it is important to ensure that the built form fits within the existing character without drawing too much attention to itself. The development proposes a 5 storey built form with 2-3 storey street wall and two storey upper level setback by approximately 10.8m from Brunswick Street and 3m from Leicester Street. The deep setback for upper floors from Brunswick Street makes the overall 5 storey form less dominant and respectful towards the valued heritage streetscape of the street. Given the site is a corner site and existing built form on 398, 400 and 404 are single storeys the upper levels will be more visible when coming from north. However, the upper levels are a two storey addition and proportionately lower than the volume of heritage form when viewed from the street. Hence, the overall heights and setbacks are acceptable.

- **Streetwall Character**

The existing buildings along Brunswick Street are predominantly two storeys and the ones adjacent to the subject site are approximately 9.5m. The proposal provides a continuation of the heritage streetwall by matching the parapet height. The corner is slightly raised and matches with the parapet detail. The stepped massing to moderate from the three storey streetwall on Leicester Street to the two storey streetwall on Brunswick Street is a smart design approach to respect heritage. Hence, the streetwall heights proposed are supported.

The design of Brunswick Street streetwall of the new addition takes reference from the proportions of the heritage facade next door. Further, the design uses vertically proportioned windows and continues the established sill and lintel datum lines on the new façade making the Brunswick Street façade integrating positively with the heritage fabric. There is good balance between void and massing. The design of Leicester Street streetwall presents an interesting composition with use of large voids and mix of brick colours. The ground floor interface along Leicester Street needs some improvements but the design of upper levels is supported.

- **Ground Floor Interface and Landscaping**

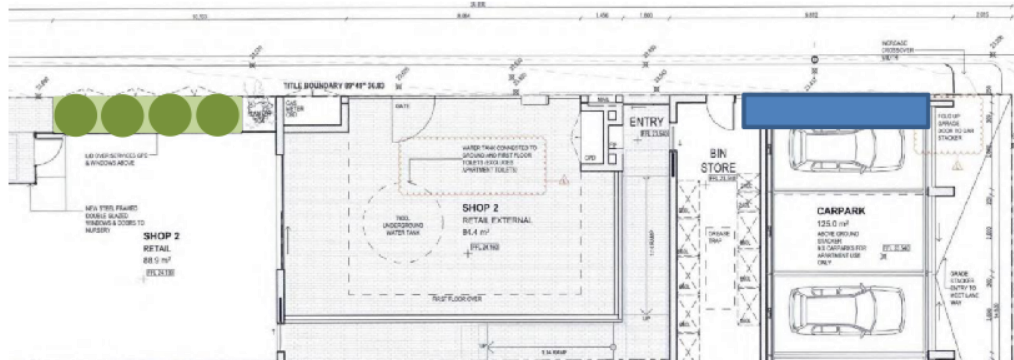
The existing character along Leicester Street is landscaped with the nursery which has high social and community values and is a unique character for an inner city environment. This character is replaced with predominantly large portions of blank wall on the ground floor which is not supported. The design tries to incorporate some landscaping within the design which is positive, however, overall the ground floor and corner treatment of the building needs to provide more landscaping to reduce large portion of blank walls.

The location of services (water meter and hydrant booster) is not the best outcome for the corner as it does not contribute in providing interesting and positive public realm. It is highly recommended to explore moving the services towards the east outside the car parking area (as shown in blue below), hence the corner can be all landscaped. This will reflect the existing character and provides visual interest to the corner. It is acknowledged that this will

Attachment 7 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - Urban Design comments

reduce the car parking number and traffic advice might be needed. The leftover space in the car park area can potentially be used for visitor bike parking for retail and office uses.

North Elevation shows that the doors for hydrant booster and water meter will be brick doors and it is unclear about practicality of this.



Ground Floor Plan showing location of services

- Existing location of services – recommend to be replaced with landscaping
- Recommended location of services

It is recommended to increase landscaping in the external retail space along the boundary line to reflect the nursery character. Explore providing creepers in this space that would be able to grow on the façade of the building. Similarly, it is recommended to explore more vertical landscaping for upper levels. For example, through provision of rooftop planting from third floor that cascades down the sides of the building along Leicester Street frontage, similar to the planter boxes proposed on the corner at second floor level. Consideration needs to be given to the arrangement for maintenance of all proposed landscaping.

It is recommended to have a landscape plan for the proposal and to get it assessed from the Open Space and Recreation team.

- **Materials and Finishes**

The proposed off white bricks used for podium gives a texture to the façade and the colour will not draw too much attention to itself. Hence, the proposed materials and finishes will complement the heritage along Brunswick Street. Similarly, the use of off white bricks for the façade and use of red bricks for voids will positively contribute to Leicester Street. There is good balance between glazing and brick.

Colourbond is used for upper levels which is a lightweight material and contrasts with the heavy masonry of the main form below. The design will benefit by exploring some 'higher quality' materials such as zinc for the upper levels.

Overall, the proposal presents a sophisticated design that has been actively informed by the adjacent heritage building and the wider streetscape.

Attachment 8 - PLN17/0941 - 390-394 Brunswick St Fitzroy - SLR Acoustic comments



19 March 2018

640.10090.05250 390-397 Brunswick St Fitzroy 20180309.docx

City of Yarra
P.O. Box 168
Richmond VIC 3121

Attention: Lara Fiscalini

Dear Lara

**390-394 Brunswick Street, Fitzroy
Development Application Acoustical Review
PLN 17/0941**

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 390-394 Brunswick Street, Fitzroy.

Details of the report are as follows:

- Title: 390-394 Brunswick Street, Fitzroy, Planning Application PLN17-0941. Acoustic Report
- Reference: R01Rev2 17030
- Date: 7 February 2018
- Prepared for: Simson Property Development Pty Ltd
- Prepared by: Clarity Acoustics

The report was prepared to address the City of Yarra request, reproduced below:

An Acoustic Report, undertaken by a suitably qualified Acoustic consultant, detailing noise impacts on the proposed dwellings and how reasonable internal noise levels will be achieved. The Clause 58 assessment does not provide sufficient detail in order to undertake a detailed assessment of this aspect. It is also noted that the venue directly opposite the site to the west may have live music performances. Please confirm this, and if necessary, include an assessment against Clause 52.43 – Live music and entertainment noise within the report.

1 Preliminary

(Sections 1, 2 and 4.3 of the report)

The proposed use and the location of nearby noise sensitive receivers are identified in these sections of the report.

The proposal is for a five level mixed use development on Brunswick Street, Fitzroy. The building will comprise ground floor retail, first floor offices and apartments over four levels. Car stackers are proposed to be installed on the ground level and will be accessed from the rear lane.

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

Attachment 8 - PLN17/0941 - 390-394 Brunswick St Fitzroy - SLR Acoustic comments

City of Yarra
390-394 Brunswick Street, Fitzroy
Development Application Acoustical Review
PLN 17/0941

Job No: 640.10090.05250
Filename: 640.10090.05250 390-397 Brunswick St
Fitzroy 20180319.docx
Date: 19 March 2018

Surrounding uses are commercial to the north, south and west, and residential to the east, with the closest residence approximately 5 m from the eastern boundary of the development site.

Potential noise impacts to the subject development are identified as:

- Road traffic and trams on Brunswick Street
- Music and patron noise from nearby venues. These venues are identified later in the report as The Glamorama bar on Level 1 of 393 Brunswick Street (opposite the development site), and the Cider House at 386-388 Brunswick Street (single level venue south of the development site). Later in the report Clarity state that the Cider House, which has been bought by a venue which will trade as St Charlie and is currently closed, is proposing to construct an outdoor patron area.

SLR Comments: *The proposal, potential noise impacts to the site and the nearest residential receivers have generally been identified. From our understanding the Glamorama bar has a small first floor outdoor patron area, which is not explicitly noted in the acoustic report.*

Potential noise impacts from the development are indicated in later sections of the report and are identified as:

- Ground floor car stackers
- Project mechanical plant including condenser units and exhaust fans.

2 Road Traffic and Tram Noise

2.1 Traffic Noise targets

(Section 3.5 of the acoustic report)

Noise from transportation is proposed to be assessed to the levels nominated in Clause 58.04-3 of the Yarra planning scheme, being:

- 40 dB LAeq,16h in living areas
- 35 dB LAeq,8hr in bedrooms
- LAmax targets of 55 dBA in bedrooms at night

SLR Comments: *The proposed targets are reasonable. We also recommend that the loudest hour of the day and night periods do not exceed the nominated targets by more than 5 dB. These levels (45 dBA Leq,1h in living rooms and 40 dBA LAeq,1hr in bedrooms) align with the upper end of the AS/NZS2107:2016 recommended ranges. In line with our previous advice given to the City of Yarra, we recommend that the 6 am to 7 am period be treated as part of the 'night' period in the loudest hour assessment.*

2.2 Traffic Measurements

Traffic noise was measured at the corner of Leicester and Brunswick Streets between 8 am and 8:40 am on Tuesday 12 December, and between 10:20 pm and 10:40 pm Friday 16 December 2017.

The Leq levels were 67 dBA (day) and 65 dBA (night). Maximum noise levels due to tram passby events were 86 and 88 dBA.

Attachment 8 - PLN17/0941 - 390-394 Brunswick St Fitzroy - SLR Acoustic comments

City of Yarra
390-394 Brunswick Street, Fitzroy
Development Application Acoustical Review
PLN 17/0941

Job No: 640.10090.05250
Filename: 640.10090.05250 390-397 Brunswick St
Fitzroy 20180319.docx
Date: 19 March 2018

SLR Comments: *The measurement location is suitable for quantifying traffic noise impacts to the subject development. Clarity have confirmed that these levels were used to provide a reasonably conservative estimation of the Leq,16 h and Leq,8 hr levels.*

The loudest hour for the night period is typically the 6 am to 7 am period, however we would not expect this to be more than 5 dB greater than the measurement conducted by Clarity between 10:20 and 10:40 pm. Given this, if the targets nominated in the acoustic report are met using the traffic noise data obtained by Clarity, we would also expect the 'loudest hour' targets proposed by SLR to also be met.

2.3 Traffic Assessment

(Sections 5.1 and Appendix D of the acoustic report)

An explicit assessment is not included in the report. Recommended façade upgrade treatments are included Sections 5.1 and Appendix D. Advice is provided for external walls and windows. As a minimum, double glazing comprising 6 mm glass, 12 mm airgap, 6 mm glass, with an Rw rating of not less than 33 dB, is proposed. West facing windows on the fourth floor are proposed to be upgraded to 6 mm glass, 12 mm airgap, 10.76 mm thick laminated glass.

SLR Comments: *We do not have sufficient information to conduct a full independent assessment of traffic noise ingress to the proposed apartments. However the advice provided in the report appears reasonable for addressing the measured levels of traffic noise, taking into consideration the apartment setbacks and balconies.*

3 Music noise

3.1 Legislation and Guidelines

(Sections 3.3, 3.4 and 6.1 of the report)

Music is proposed to be assessed to SEPP N-2. Live music from venues within 50 m of the subject development is subject to the provisions of Clause 52.43 of the Yarra Planning Scheme, which places the responsibility for addressing SEPP N-2 exceedances on the residential developer, and allows music noise to be assessed internally, with windows closed.

Clarity state that they have assessed music emissions from the venue to internal targets notwithstanding the fact that Clause 52.43 strictly applies to live music venues only, and that the Glamorama bar may not be classified as a live music venue.

The SEPP N-2 base noise limits are proposed to be used as indoor limits for the subject development.

SLR Comments: *We agree that all music should be assessed to Clause 52.43 – this approach is in accordance with City of Yarra practice.*

Attachment 8 - PLN17/0941 - 390-394 Brunswick St Fitzroy - SLR Acoustic comments

City of Yarra
390-394 Brunswick Street, Fitzroy
Development Application Acoustical Review
PLN 17/0941

Job No: 640.10090.05250
Filename: 640.10090.05250 390-397 Brunswick St
Fitzroy 20180319.docx
Date: 19 March 2018

3.2 Music measurements

(Section 4.3 of the acoustic report)

Measurements of music were conducted on Friday 16 December between 10:20 pm and 10:40 pm and Sunday 17 December between 1:45 am and 2:15 am (Saturday night).

The results are presented as A-weighted L10 levels in Table 7 of the report and a derived octave band spectrum for music from Glamorama at the façade of the proposed dwellings is presented in Table 10 of the report.

Both venues were operating during the Friday night assessment, with high levels of amplified music in the Glamorama bar at 393 Brunswick Street (opposite the development site), and background music in the Cider House at 386-388 Brunswick Street (south of the development site).

Only the Glamorama bar was operating on during the early hours of Sunday morning.

The consultant notes that traffic was the dominant source of noise during most of both measurements, but indicates that music was audible during lulls in the traffic.

SLR Comments: *The measurements of music noise were undertaken at an appropriate time, however only one measurement was conducted. Where an 'agent of change' music assessment is carried out we recommend that either the venue is involved to ensure that worst case impacts are quantified, or that the measurements are undertaken over a number of nights. This approach also helps to ensure that worst case impacts are quantified.*

The measurement location is at ground level, whereas music noise emissions may also be via the roof of the venue, and via the uncovered outdoor patron area. Clarity have emphasised that music from the venue was barely audible during the assessment, and while we agree that this suggests minimal impacts, we would nevertheless like to be sure that emissions from the roof to upper levels of the development have been adequately quantified. This may require measurements at an elevated location, or cooperation from the venue.

3.3 Music assessment

(Sections 5.1 and 6.2 of the report)

Glazing and façade wall advice is provided for achieving SEPP N-2 base noise limits indoors, with windows closed.

The most exposed rooms are proposed to have 6/12/10.76 double glazing and Rw 47 walls. An indicative wall construction is provided in Section 5.1.

The most exposed room is noted to be the west facing bedroom of apartment 3.1.

SLR Comments: *In our opinion the proposed wall construction may not be sufficient to control the estimated levels of low frequency noise. Clarity to confirm.*

The west facing living room of apartment 3.1 does not appear to have been assessed to SEPP N-2 octave band base noise limits. This approach may be reasonable provided that the space is clearly marketed as a living room. While the more stringent octave band limits do not apply to living rooms, the spaces are nevertheless required to comply with the SEPP N-2 A-weighted day/evening limit of 'background + 5 dB', or 32 dBA Leq.

Attachment 8 - PLN17/0941 - 390-394 Brunswick St Fitzroy - SLR Acoustic comments

City of Yarra
390-394 Brunswick Street, Fitzroy
Development Application Acoustical Review
PLN 17/0941

Job No: 640.10090.05250
Filename: 640.10090.05250 390-397 Brunswick St
Fitzroy 20180319.docx
Date: 19 March 2018

4 Patron Noise

4.1 Legislation and guidelines

(Section 3.7 and Appendix C3 of the report)

Patron noise is proposed to be assessed to indoor targets of 35 dBA Leq in all rooms, and Lmax targets of 55 dBA in bedrooms at night. The targets are drawn from Clause 37.01, Schedule 6 of the Yarra Planning Scheme.

Clarity suggest that strict compliance with these internal targets is not required. A risk matrix is provided in Appendix C3 which suggests that exceedances of up to 2 dB are unlikely to cause impacts.

SLR Comments: *The noise targets included in Clause 37.01, Schedule 6 apply specifically to residential developments exposed to noise from the Collingwood Arts Precinct at 35 Johnston Street, and are not formal City of Yarra guidelines for assessing patron noise internally in all contexts.*

Our recommended approach has been to require patron noise to be designed to meet the 'satisfactory' levels provided in AS/NZS2107:2000 (a superseded version of this Standard). These were 35 dBA in living rooms and 30 dBA in bedrooms near major roads. The current, 2016, version of the Standard proposes higher minimum noise levels in bedrooms (35 dBA). In our opinion the higher target is not appropriate for voice noise in bedrooms. The lower 30 dBA target also aligns with the WHO recommendations for sleep disturbance during the night (WHO 1996). Patron noise is a very distinctive, potentially annoying and variable noise source – voice noise levels equal to 35 dBA Leq will include regular levels of over 40 dBA due to the variability of the noise source.

We are uncomfortable with the use of the risk matrix table, particularly for indoor assessments. This approach effectively raises the noise limit to 37 dBA Leq indoors. There may be some argument for applying the risk matrix target to venues where further noise control treatments can be implemented, should an exceedance be demonstrated at a later date, however this is not the case for internal apartment assessments.

4.2 Quantification of patron noise impacts

(Section 10 of the acoustic report)

Clarity conduct a theoretical assessment of potential patron noise impacts from the outdoor patron area proposed for St Charlie (currently The Cider House). The assessment assumes 100 patrons in the rear outdoor area and 10 patrons curbside on Brunswick Street. Patron noise data is provided in Appendix E of the report.

The predicted internal patron noise levels are up to 36 dBA Leq indoors, which exceeds the nominated target by 1 dB but is within the tolerances they propose.

SLR Comments: *We would need further information about the proposed changes to the venue and the extent of the outdoor patron area before assessing this aspect of the report.*

Appendix E provides sound power data for a range of crowd types, however the report doesn't indicate which type, and associated vocal effort, has been used in calculations of noise from the outdoor patron area. This information should be included for transparency.

Attachment 8 - PLN17/0941 - 390-394 Brunswick St Fitzroy - SLR Acoustic comments

City of Yarra
390-394 Brunswick Street, Fitzroy
Development Application Acoustical Review
PLN 17/0941

Job No: 640.10090.05250
Filename: 640.10090.05250 390-397 Brunswick St
Fitzroy 20180319.docx
Date: 19 March 2018

Consideration of patron noise from the first floor open area at the Glamorama bar has not been provided. However our indicative calculations suggest that patron noise from this area are unlikely to exceed the indoor patron noise targets we have proposed with the specified glazing.

5 Project Mechanical Plant

5.1 Legislation and guidelines

(Sections 4.1 and 8.1 of the acoustic report)

Project mechanical plant is proposed to be assessed to SEPP N-1. The critical noise limit for mechanical plant is the night noise limits. Background noise levels were measured during the night period and are noted to be 41 dBA L90. The resultant night noise limit is identified as 45 dBA Leq, which is equal to the zoning level for the night period.

Balcony mounted condenser units are proposed to be assessed to the Vic. EPA Noise Control Guidelines.

SLR Comments: *The assessment legislation and guidelines are appropriate. Our calculations of the SEPP N-1 zoning levels are consistent with those provided in the report. The location of the background noise measurement is not clearly indicated. This information should be provided for transparency. However, the measured level falls within the SEPP N-1 'neutral' zone and for this reason the results are not critical.*

5.2 Mechanical plant assessment

(Sections 5.2, 8.1 and Appendix F)

An indicative assessment of noise from mechanical plant proposed for the project has been conducted taking into consideration the sound power data for comparable plant (provided in Appendix F) and the roof upgrades detailed in Section 5.2 of the report. The resultant level of noise is predicted to comply with SEPP N-1 night noise limits at all residential receiver locations.

Recommendations are also provided for managing noise from balcony mounted condenser units, and include the requirement to relocate some units to the roof, and a recommended maximum sound power level for other units.

SLR Comments: *The provided assessment is sufficient for the planning stage of the development.*

6 Car stackers

6.1 Legislation and Guidelines

(Sections 3.1, 3.6, 9.2 and Appendix F of the report)

Noise from car stackers is proposed to be assessed to SEPP N-1 noise limits and sleep disturbance targets of 65 dBA Lmax outside habitable room windows and 55 dBA Lmax inside apartments within the development.

Attachment 8 - PLN17/0941 - 390-394 Brunswick St Fitzroy - SLR Acoustic comments

City of Yarra
390-394 Brunswick Street, Fitzroy
Development Application Acoustical Review
PLN 17/0941

Job No: 640.10090.05250
Filename: 640.10090.05250 390-397 Brunswick St
Fitzroy 20180319.docx
Date: 19 March 2018

SLR Comments: *The proposed noise targets for existing dwellings are appropriate, however the targets nominated for apartments within the development are in our opinion too high (if intended with windows closed). We recommend Lmax targets of 40 dBA in bedrooms and 45 dBA in living rooms for noise from car stackers to apartments within the development, rather than the 55 dBA proposed. Our recommended targets are in line with the Association of Australian Acoustical Consultants (AAAC) recommendations for '3 Star' apartments, and provide a reasonable minimum level of amenity for typical apartments.*

Noise from the carstackers will be potentially transmitted via the building structure to the apartment above and therefore SEPP N-1 indoor noise limits will also apply to these apartments.

6.2 Carstacker noise assessment and advice for noise control

(Sections 5.3, 8.1, 9.2 and Appendix F of the report)

The make and model of the car stacker proposed for installation is provided in Section 5.3 of the report, and Clarity state that they have measured noise from the same type of unit. Octave band sound power data for the measured unit are provided in Appendix F.

The SEPP N-1 assessment of noise from the car stacker is based on 5 vehicle movements in a 30 minute period. The predicted SEPP N-1 effective noise level to 10 Leicester Street (R10) is 43 dBA, and complies with the SEPP N-1 limit of 45 dBA.

To control noise emissions from the unit it has been recommended that the car park entrance door be constructed of a solid material with the exception of the top 1200 mm, which can be perforated.

SLR Comments: *The nearest noise sensitive receiver is 10 Leicester Street, which is only approximately 5 m from the location of the proposed car stackers and appears to have windows which will overlook the carpark. Assuming at least some of the windows are to habitable rooms, noise from the carstackers will need to achieve not more than 65 dBA Lmax at 5 m from the plant, as well as compliance with the SEPP N-1 night noise limit.*

The SEPP N-1 assessment assumption of 5 vehicle movements per 30 minute is conservative, and can be assumed to represent worst case noise impacts. However, it is unclear from the assessment presented in Appendix F whether decibel penalties for noise character have been applied. In our experience noise from car stackers is impulsive and sometimes also tonal. This can result in a decibel penalty of up to 7 dB.

Given the close proximity of residential receivers we recommend that the planning permit include the requirement for post construction testing demonstrating compliance with both SEPP N-1 and Lmax targets at existing and future dwellings.

7 SLR Summary

A review of the acoustic report for the mixed use development is provided above. The items we recommend are addressed in further detail are summarised below:

Music Noise

- Music from the Glamorama bar has been measured at street level and it is unclear whether emissions from the roof of the bar, including the small roof top outdoor patron area, have been quantified. We would also like to be sure that worst case noise impacts have been quantified. Unless the assessment is fully coordinated with the venue operator, further measurements over a number of nights, and at an elevated location, are recommended.

Attachment 8 - PLN17/0941 - 390-394 Brunswick St Fitzroy - SLR Acoustic comments

City of Yarra
390-394 Brunswick Street, Fitzroy
Development Application Acoustical Review
PLN 17/0941

Job No: 640.10090.05250
Filename: 640.10090.05250 390-397 Brunswick St
Fitzroy 20180319.docx
Date: 19 March 2018

- Our indicative calculations suggest that the proposed façade treatments, and particularly the upper level lightweight walls, may not achieve the nominated internal design targets for the façade music levels identified in the report. We recommend that Clarity check these specifications.

Patron Noise

- Patron noise has been assessed to internal targets of 35 dBA Leq, and Clarity indicate that exceedances of up to 2 dB represent no risk of nuisance to future occupants. In our opinion a lower noise target of 30 dBA Leq should be provided to bedrooms, and there should be no tolerance of higher noise levels in the design.
- A patron noise assessment from the proposed outdoor patron area at St Charlie has been conducted, however the report does not provide sufficient information for us to determine whether the assessment adequately addresses potential noise impacts. Further information about the assumptions made in the assessment should ideally be included in the report.

Car Stackers

- Car stackers are proposed to be installed in close proximity to windows of an existing dwelling. The report includes an assessment of car stacker noise at existing dwellings to appropriate targets, and the consultant has used noise data based on measurements of the same make and model car stackers. However, due to the fact that noise from the plant presents a high risk of nuisance on this project, we recommend that the planning permit require post construction testing to demonstrate compliance with the identified limits. The SEPP N-1 assessment should also include decibel corrections for noise character, or evidence to suggest they are not necessary.
- The Lmax noise targets to the proposed dwellings are in our opinion too high. We recommend Lmax targets for 40 dBA in bedrooms (windows closed). SEPP N-1 indoor limits should also be met indoors, with windows closed.

Regards,



Dianne Williams
Associate - Acoustics

Checked/ Authorised by: JA

Attachment 9 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Engineering comments



MEMO

To: Lara Fiscalini
From: Artemis Bacani
Date: 19 March 2018
Subject: Application No: PLN17/0941
 Description: Five-Storey Mixed-Use Development
 Site Address: 390-394 Brunswick Street, Fitzroy

I refer to the above Planning Application received on 20 February 2018 and the accompanying Traffic Engineering Assessment prepared by Traffix Group in relation to the proposed development at 390-394 Brunswick 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
Two-bedroom dwelling	5	1 space per dwelling	5	5
Three-bedroom dwelling	2	2 spaces per dwelling	4	4
Residential visitors	7 dwellings	1 space per 5 dwellings	1	0
Café (Food and Drink)	65.3 m ²	4 spaces to each 100 m ² of leasable area	2	0
Office	181 m ²	3.5 spaces to each 100 m ² of net floor area	6	0
Plant Nursery (Landscape Gardening Supplies)	173.3 m ²	10 % of site area*	1	0
Total			19 Spaces	9 Spaces

* The area to be provided for car parking includes an accessway that directly abuts any car parking spaces, but does not include any accessway or portion of an accessway that does not directly abut any car parking spaces. One parking space and associated accessway would have an area of 29.38 m² (= 4.9 x 2.6 car space + 6.4 x 2.6 aisle).

Attachment 9 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Engineering comments

The development would have a parking shortfall of 10 spaces (consisting of one residential visitor space, two spaces for the food and drink use, six spaces for the office component, and one space for the plant nursery). 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 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 mostly 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 demand of one residential visitor parking space off-site should not be detrimental to existing on-street parking conditions in the area.

- *Parking Demand for Cafe Use.*

Patrons to the food and drink premises would be drawn from employees of the office, nearby workplaces and local residents. It is unlikely that the proposed food and drink premises would be a specific destination in its own right. Employees would be fully aware with the scarcity of long-stay parking in the Fitzroy area and choose to commute to the site by alternative transportation modes.

- *Parking Demand for Office Use.*

Parking associated with office type developments is generally long-stay parking for employees and short term parking (say up to two hours' duration) for customers and clients. The actual parking demand generated by the office is expected to be lower than the statutory parking rate of 3.5 spaces per 100 square metres of floor space, since the area has very good access to public transport services.

The proposed office use for the development would have no on-site car parking. In nearby Collingwood, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
Collingwood	
71-93 Gipps Street PLN16/1150 issued 30 August 2017	0.96 spaces per 100 m ² (86 on-site spaces; 8,923 m ²)
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m ² (135 on-site spaces; 15,300 m ²)

In this case, the office use cannot provide any on-site parking, and employees would need to make their own travel arrangements when commuting to and from the site.

- *Parking Demand for Plant Nursery Use.*

The plant nursery use has a parking shortfall of one space. This space would be accommodated on-street, assuming the site is operating at peak capacity.

Attachment 9 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Engineering comments

- *Availability of Public Transport in the Locality of the Land.*
The site is within walking distance of tram services operating along Brunswick Street, Smith Street and Nicholson Street. The site is also within walking distance of bus services along Johnston Street and Alexandra Parade.
- *Multi-Purpose Trips within the Area.*
Visitors to the site might combine their visit by engaging in other activities or business whilst in the area.
- *Convenience of Pedestrian and Cyclist Access.*
The site is within walking distance of shops, businesses, essential facilities and public transport services. The site also has very good connectivity to the Principal Bicycle Network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

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

- *Availability of Car Parking.*
Traffix Group had conducted parking occupancy surveys of the surrounding area on Thursday 28 July 2016 at 11:00am. The survey area encompassed sections of Brunswick Street, Fitzroy Street, Young Street, Rose Street, Leicester Street and Westgarth Street. The times and extent of the survey are considered appropriate. A parking inventory of 209 publicly available parking spaces was identified. The results indicate that no fewer than 57 spaces were vacant or 73 % occupancy within the study area. The data suggests that any short-stay parking overflow from the site could be accommodated on-street.
- *Access to or Provision of Alternative Transport Modes.*
The site has very good access to public transport and the on-road bicycle network. Car share pods are located within walking distance of the site and provide an alternative option of transport for residents and visitors. A Flexicar car share pod is located in Westgarth Street, approximately 80 metres north of the site.
- *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.
- *The Future Growth and Development of an Activity Centre.*
Practice Note 22 – *Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as Brunswick Street, where spare on-street car parking capacity would be shared amongst sites within the activity centre.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of parking is considered appropriate in the context of the development and the surrounding area. The short-stay parking overflow from the site should not adversely impact on existing parking conditions in the surrounding area.

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

Attachment 9 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Engineering comments**TRAFFIC GENERATION**

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

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential Dwellings	5.0 trips per dwelling per day (7 dwellings) Peak hour volume is 10% of daily volume	35	3.5	3.5

The volume of traffic generated by the development in the peak hours is not unduly high and could be accommodated on the local road network without adversely impacting on its operation.

DEVELOPMENT LAYOUT DESIGN**Layout Design Assessment**

Item	Assessment
Access Arrangements	
Width of Right of Way	According to the <i>Proposed Site Plan</i> , the rear bluestone Right of Way is approximately 3.3 metres in width.
Headroom Clearance	The headroom clearance of the entrance is 2.4 metres to satisfy <i>Design standard 1 – Accessways</i> .
Visibility	Visibility triangles have not been provided. Traffix Group's recommendation to provide a convex mirror at the entrance of the garage to improve sight lines to the west is supported.
Garage Setback	According to the <i>Proposed Ground Floor Plan</i> , the garages have a setback of 2.015 metres from the western edge of the edge of the Right of Way.
Swept Path Diagrams	The swept path diagrams for the B85 design vehicle entering and exiting the car stackers are considered satisfactory. In some instances, a correctional movement would be required to enter and exit the car stackers, permissible under AS/NZS 2890.1:2004.
Mechanical Parking	
Car Stacker Device	The development would be accommodating the Klaus Trendvario 4200 shuffle type stacker. This model has a minimum platform width of 2.6 metres.
Vehicle Clearance Height	The stacker model selected by the applicant has a vehicle clearance height of 1.8 metres for at least 25 per cent of platforms to satisfy <i>Design standard 4: Mechanical parking</i> .
Floor to Ceiling Height	A minimum floor to ceiling height of 4.41 metres has been provided within the garages. The largest model type has a height envelope of 4.4 metres. The development's floor to ceiling height can accommodate this device.

Attachment 9 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Engineering comments**Design Items to be Addressed**

Item	Details
Garage Setback	The setback area (inside the property) should be constructed in a different material to the bluestone Right of Way.
Service Cabinet Doors	Any service cabinet door opening onto a Public Highway must swing 180 degrees and be latched to the building when opened.
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 Right of Way – Council's Infrastructure requirement.

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

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 Brunswick Street and Leicester Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's expense.
- The kerb and channel along the south side of Leicester Street, from the western edge of the Right of Way to the commencement of the kerb extension, must be reconstructed 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.
- The rear bluestone Right of Way adjacent to the site must be reconstructed for vehicle access in accordance with Council's *Infrastructure Road Materials Policy*, Council's Standard Drawings and engineering requirements.
- The existing vehicle crossing servicing the Right of Way is to be demolished and reconstructed to Council's satisfaction and at the Permit Holder's cost. The new vehicle crossing must satisfy the ground clearance check for a B99 design vehicle.

Car Stacker Device

- The car stacker device must be installed, operated and maintained in accordance with the manufacturer's specifications and requirements.

Attachment 9 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Engineering comments

- No pipes, ducting or protrusions from the ceiling or walls are to be installed above or within the space clearance envelope for the car stacker devices.

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.

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 south side of Leicester Street and east side of Brunswick 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

- Power Lines are close to the building line in Leicester Street. Advice from CitiPower may be required.
- The developer must ensure that light projected from any existing, new or modified lights does not spill into the windows of any new dwellings or any existing nearby residences. The luminaire mounted on light pole number 20853, located on the north side of Leicester Street, would need to be changed at the cost of the Permit Holder. The applicant must liaise with Council and Citipower to determine the type of luminaire to be used.
- The existing bench seat along the Brunswick Street road frontage must be relocated.
- The existing fire hydrant along the Brunswick Street road frontage is to be converted to an in-ground hydrant.

Attachment 9 - PLN17/0941 - 390 - 394 Brunswick Street Fitzroy - Engineering comments

- The existing rubbish bin along the Brunswick Street road frontage is to be retained.
- Comment from Open Space should be sought in relation to the empty tree square on the south-east corner of Brunswick Street and Leicester Street intersection.

Regards

Artemis Bacani
Road Development Engineer
Engineering Services Unit

Attachment 10 - PLN17/0941 - 390-394 Brunswick Street, Fitzroy - ESD Referral comments

Sustainable Design Assessment (SDA)

Referral Response by Yarra City Council



Assessment Summary:

Responsible Planner:	Lara Fiscalini
ESD Advisor:	Euan Williamson
Date:	07.03.2018
Subject Site:	390-394 Brunswick Street, Fitzroy
Site Area:	Approx. 551m ²
Site Coverage:	100%
Project Description:	Five storey mixed used building, shop/café, offices and dwellings

Pre-application meeting(s): Unknown

This application meets Council's Environmental Sustainable Design (ESD) standards. If a permit is issued, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are conditioned to be addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

(1) Application ESD Commitments:

- 6.5 Star NatHERS thermal energy ratings.
- A STORM report with a score of 105% has been submitted that relies on at least 362m² in total of roof connected to 7,000 litre rainwater tank provided for all non-residential toilet-flushing.
- Non-residential spaces to exceed NCC energy efficiency requirements by at least 10%.
- 6 kWp solar PV array to contribute to common area electricity consumption.
- Good access to daylight and natural ventilation.
- Energy efficient lighting, heating, cooling and hot water.
- Water efficient fixtures and taps.
- 12 bike parking spots.

(2) Application ESD Deficiencies:

There are no outstanding ESD deficiencies identified at this time.

(3) Outstanding Information:

- It appears that all east, west and north facing windows are fitted with operable blinds, to assist control summer solar gain. Please provide more detail on the type and location of the blinds and include on plans in the materials schedule and SMP.
- Prior to occupation, please provide the completed JV3 energy modelling report, demonstrating that the 10% energy efficiency target will be reached.

(4) ESD Improvement Opportunities:

- Consider a thermal energy rating of at least 7 Star NatHERS

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 11 - PLN17/0941 - 390-394 Brunswick Street - Waste Management Referral comments

Waste Management Referral comments

The waste management plan for 390-394 Brunswick St, Fitzroy dated September 2017 and authored by Waste Audit Consultants is unsatisfactory from a City Works branch's perspective. Issues that need to be addressed may include, but may not be limited to:

1. No mention of hard waste storage area.
2. Dimensions of required bins as well as hard waste area and total area of bin storage room need to be shown to prove the bins will fit and able to be manoeuvred.
3. Yarra waste generation rates are not the same as City of Melbourne. See below table.
4. The mentioned bins will obstruct the footpath on Leicester St whilst waiting for collection, which is not appropriate.
5. An e-waste to landfill ban will come into effect 01/07/2019. Please detail how e-waste will be separated and disposed of.
6. City of Yarra would not collect this as part of the kerbside collection service, so all waste streams should be collected by a private contractor should be engaged.

Apartment Size	Waste Allocation (L)	Recycle Allocation(L)
1 bedroom	40	60
2 Bedrooms	50	80
3 Bedrooms	60	100

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

Attachment 12 - PLN17/0941 - 390-394 Brunswick Street , Fitzroy- Supplementary SLR Acoustic comments

Supplementary comments - SLR Acoustic Consultants

13/08/2018

I would still like to see compliance measurements for the car stackers due to the fact that they are in close proximity to existing dwellings, and the carpark is not fully enclosed. Could this be conditioned?

17/08/2018

Recommended condition from SLR - *Following completion of the project and prior to occupation, an acoustic report is to be submitted to the responsible authority demonstrating compliance of the car stackers with both SEPP N-1 and to sleep disturbance targets at existing residences.*

27/08/2018

Clarity have reduced their internal target for bedrooms from 35 dBA Leq to 30 dBA leq (section 3.7) and they have increased the patron sound power level from the 91 dBA Leq used in their previous report to 97 dBA Leq. Both these changes are generally in line with our recommendations.

I had suggested that even higher sound power levels may be appropriate; however Ross Leo from Clarity explained that the bar in question was not a heavy drinking / vertical consumption style of premises, and we agreed that the 97 dBA Leq could be used. This level is typical used for 'taverns with significant food offerings' (i.e. mid-level noisy bar).

28/08/2018

I've carried out indicative calculations using the Clarity proposed glazing and the design targets and patron noise levels included in the latest report, and the results suggest that the glazing proposed is adequate.

-
- 1.2 PLN17/1113 - 81-89 Queens Parade Fitzroy North - Construction of an eight (8) storey building (plus basement levels), use part of land for a residential hotel (serviced apartments), alteration of access to Road Zone (Category 1), reduction in the car parking requirements associated with a residential hotel (serviced apartments), supermarket and offices (permit not required for supermarket or office uses).**
-

Executive Summary

Purpose

1. This report provides an assessment of planning permit application PLN17/1113 which affects land at 81-89 Queens Parade, Fitzroy North.

Key Planning Considerations

2. Key planning considerations include:
 - (a) clause 22.05 – Interface uses policy;
 - (b) clause 22.10 – Built form and design policy;
 - (c) clause 22.16 – Stormwater management (water sensitive urban design);
 - (d) clause 22.17 – Environmentally sustainable development;
 - (e) clause 34.02 – Commercial 2 Zone;
 - (f) clause 43.02 – Design and Development Overlay
 - (g) clause 44.05 - Special Building Overlay;
 - (h) clause 52.06 – Car parking; and
 - (i) clause 52.34 – Bicycle facilities.

Key Issues

3. The key issues for Council in considering the proposal relate to:
 - (a) buildings and works;
 - (b) off-site amenity;
 - (c) on-site amenity and ESD;
 - (d) car parking and traffic;
 - (e) bicycle parking;
 - (f) waste; and
 - (g) objector concerns.

Submissions Received

4. A total of sixteen (16) objections were received to the application, these can be summarised as:
 - (a) The proposal is an overdevelopment and is not responsive to neighbourhood character and heritage;
 - (b) Excessive visual bulk, height and scale;
 - (c) Lack of permanent dwellings;
 - (d) Overshadowing to the public realm and adjoining properties;
 - (e) Inadequate car parking and loading of vehicles and increased traffic;
 - (f) Pedestrian safety concerns with regards to increased traffic and number of crossovers; and
 - (g) Loss of amenity from increased noise for proposed uses.

VCAT Proceedings

5. The applicant lodged a Section 79 Failure to Grant a Permit appeal with the Victorian Civil and Administration Tribunal on the 10 July 2018. A compulsory conference is scheduled 21 September 2018 and a subsequent 3 day hearing date is scheduled to start 26 November 2018.

Conclusion

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

CONTACT OFFICER: Shannon McCaughey
TITLE: Principal Planner
TEL: 9205 5046

-
- 1.2 PLN17/1113 - 81-89 Queens Parade Fitzroy North - Construction of an eight (8) storey building (plus basement levels), use part of land for a residential hotel (serviced apartments), alteration of access to Road Zone (Category 1), reduction in the car parking requirements associated with a residential hotel (serviced apartments), supermarket and offices (permit not required for supermarket or office uses).**
-

Trim Record Number: D18/140950

Responsible Officer: Senior Coordinator Statutory Planning

Proposal: Construction of an eight (8) storey building (plus basement levels), use part of the land for a residential hotel (serviced apartments), alteration of access to a Road Zone (category 1), reduction in the car parking requirements associated with a residential hotel (serviced apartments), supermarket and offices (permit not required for supermarket or office uses).

Existing use: Warehouses

Applicant: 81-89 Queens Parade Pty Ltd

Zoning / Overlays: Commercial 2 Zone, Special Building Overlay and Development Design Overlay – Schedule 20

Date of Application: 20 December 2017

Application Number: PLN17/1113

Planning History

7. The relevant planning history on Council's files include:

- (a) Planning Permit Application PL09/0470 for advertising signage was lodged in 2009 but no permit was granted and the application subsequently lapsed.

Background

- 8. The application was lodged on the 20 December 2017 and further information was subsequently requested on the 16 January 2018. A response to the request for further information was received on the 16 February 2018. The further information provided by the applicant was found to be insufficient and a second request for further information was sent to the applicant on the 02 March 2018. Further information was received on the 13 March 2018 and the application was advertised.
- 9. A total of sixteen (16) objections were received as a result of advertising. A consultation meeting was held on the 14 June 2018. Planning Officers, Councillors (Cr Misha Coleman, Cr Jackie Fristacky and Cr Mike McEvoy), the applicant and a number of objectors were present.
- 10. The applicant lodged a Section 79 Failure to Grant a Permit appeal with Victorian Civil and Administration Tribunal on the 10 July 2018. A compulsory conference is scheduled 21 September 2018 and a subsequent 3 day hearing date is scheduled to start 26 November 2018.
- 11. At the time of the lodgement of the Section 79 appeal, concerns and key issues required to be addressed by the applicant related to daylight to the serviced apartments and Melbourne Water's request for further information relating to the location of its main drain. In addition, Council officers also raised concerns of overshadowing to the Commercial 2 zoned properties fronting Alexandra Parade to the south of the subject property.

12. Following discussions with the permit applicant, Melbourne Water, pursuant to Section 56(1) of the *Planning and Environment Act 1987*, advised Council that they do not object to the proposal subject to conditions.

Lodgement of sketch plans

13. The applicant responded to an ESD Assessment from Council officers dated 19th April and the design was subsequently reviewed. Proposed amendments to the layout to reduce the number of bedrooms with borrowed light and the provision of greater general access to daylight were submitted to Council on the 27 July 2018. The submission included sketch plans and an updated Sustainable Management Plan (SMP) produced by AMP Consulting.
14. Compared to the previous design, the amended design delivers improvement in daylight amenity for twenty-three (23) bedrooms across four (4) different levels.
15. The amended design improves natural ventilation by replacing 1 bedroom units with studio units. The studio units include sliding doors that open onto balconies. This improvement in natural ventilation applies to 16 bedrooms across 4 different levels.

The Proposal

16. The application is for the construction of an eight (8) storey building (plus basement levels), use part of the land for a residential hotel (serviced apartments), alteration of access to a Road Zone (category 1), reduction in the car parking requirements associated with a residential hotel (serviced apartments), supermarket and offices (permit not required for supermarket or office uses). More specifically:

Buildings and works

- (a) Demolition all existing buildings and removal of the two trees within the boundaries of the site (no permit required).
- (b) The construction of an eight (8) storey building over basement level car parking with vehicle access from the Queens Parade service lane and additional service access from George Street.
- (c) The existing crossover to the Queens Parade service lane will be modified to suit the basement ramp.
- (d) The existing crossover to George Street will be slightly widened on the north side to allow for two way access.

Layout

17. The proposal is for an eight (8) - storey (34.8m high) mixed use development comprising:
 - (a) Eight (8) storey building with 2 levels of basement car parking. The basement car park is accessed via the north-west corner of the site from the Queens Parade service road.
 - (b) At ground level a 1,732m² supermarket with frontage to George Street and the rear laneway widen to accommodate loading facilities. The supermarket has a total leasable floor area of 1732m² including access and back of house (BOH) areas.
 - (c) At ground level on the Queens Parade frontage, there are 2 centrally located entries, one forming a lobby for the office use at levels 5 to 7 and the other for the serviced apartments on levels 1 to 4.
 - (d) Levels 1 to 4 inclusive are dedicated to serviced apartments, providing a range of studio and 2-bedroom units (110 in total). The apartments are arranged around the perimeter of the building with gym, conference room etc located centrally around the lift and stair core. Each apartment is provided with outward facing balcony.
 - (e) Levels 5 to 7 inclusive are dedicated office spaces with perimeter balconies and services located centrally around the lift/ stair core. Offices located at Levels 5-7 have a net floor area of 4074m².

Basement Levels 1 & 2

18. The basement comprises two levels with a total of 153 car spaces. Provision is also made for waste enclosures, storage rooms and bicycle spaces at Basement Level 1.
19. A central core lift core will provide access from the basement to the ground floor lobbies and the office and serviced apartment floor levels. An additional lift and escalator will provide separate access to the supermarket from Basement Level 1 where supermarket parking is provided.

Setbacks

20. The proposal is built to its George Street frontage and the western boundary at ground level. Along its Queens Parade frontage the ground level is setback 3m, and from its southern rear boundary it is setback 3.98m to facilitate widening of the existing laneway.
21. At levels 1-6 the proposal is setback 4.5m from the western boundary. At level 5 the setbacks increase to a minimum 7.1m to Queens Parade, minimum 5m from George Street, and between 6.2 and 15m from the south boundary.
22. Level 7 is increasingly recessed being setback in excess of 20m and 17m from the Queens Parade and Alexandra Parade respectively.



View from Queens Parade, artist impression

23. The roof top contains a lift overrun, solar panels and plant equipment which are sited towards the centre of the building and screened, with significant setbacks that make the them only visible from distant oblique views.

Landscaping

24. The proposal includes a green façade consisting of deciduous vines. Landscaped terraces for office use are to be provided at Levels 5 and 7.

Car parking and bicycle parking

25. The basement will comprise two levels with a total of 153 car spaces including 57 office spaces, 33 serviced apartment spaces (at Basement Level 2) and 63 supermarket spaces (at Basement Level 1). Provision is also made for 58 bicycle spaces at Basement Level 1.

26. A further 14 bicycle parking spaces will be provided at ground level along the northern frontage of the site at ground level. The total bicycle parking provision is 72 spaces.

Colours and materials

27. Materials and finishes include a combination of red brick, clear glazing, black steel, timber batten soffits and cladding and white concrete exposed aggregate

Existing Conditions

Subject Site

28. The subject site is located on the south-west corner of Queens Parade and George Street in Fitzroy North. The site has a frontage of 54.5m to Queens Parade and a frontage of 86.6m to George Street, yielding an area of approximately 3,254m².
29. The site is currently developed with a series of single storey warehouse buildings. Vehicular access is provided via George Street and via the slip lane along Queens Parade.



Surrounding Land

30. The site is within a unique pocket of Fitzroy North, being located within a Commercial 2 Zone, with a Public Park and recreation zone further west. Queens Parade (north), Alexandra Parade (south) and George Street (east) are all Road Zones (Category 1). North of Queens Parade are a number of zones, including Mixed Use, General and Neighbourhood Residential. To the east is a Public Use Zone (Schedule 1 – Service and Utility).
31. To the west of the subject site, also fronting Queens Parade, is a part 1 part 2 storey building used as a personal training studio. Further west is a single storey commercial/industrial building and further west are two (2) single storey, Victorian era dwellings (assumed non-conforming use rights). South of these dwellings and fronting Napier Street, is a row of single and double storey dwellings. Napier Street does not provide vehicular access at the southern end to Alexandra Parade.
32. To the north of the subject site, is the Queens Parade service lane. Queens Parade itself is a 60m wide road, consisting of a service lane on the northern and southern side, 2 lanes of 2-way traffic, pedestrian footpaths and an avenue of street trees. On the opposite side of the road is a 5-storey apartment development at 86 Queens Parade.



Looking north east along Queens Parade

33. To the east of the subject site, across George Street, is the Council depot or the former Gas and Fuel site. The depot is developed with a range of buildings and includes open areas for building/material storage. The subject site forms part of the greater North Fitzroy Gasworks Precinct under the Urban Design Framework prepared and adopted by Yarra City Council. The Precinct is generally bound by Queens Parade, Alexandra Parade and Smith Street. Further east is an open air car park, with a double-storey building and a single storey office building further south along Smith Street.



Looking north east along Queens Parade

34. To the south of the subject site, across a ROW is the side of a single storey workshop fronting George Street. To the south-west (also across the ROW) is the rear of single storey, Victorian era dwellings that front Alexandra Parade.



Terraces with frontage to Alexandra Parade

35. On the opposite side of the laneway is 161-177 Alexandra Parade, all are attached single storey attached terraces except for 175-177 Alexandra Parade, which is a 2 storey commercial premises sited on the corner of Alexandra Parade and George Street.



Looking south along George Street, Gasworks opposite

36. Queens Parade and George Street present a significant barrier to pedestrian and cyclist connectivity to the site from the north and from the east. The nearest pedestrian crossing to access the site from the north is at Smith Street. The existing footpath along George Street is very narrow and includes street light poles which further limit the effective width of the footpath
37. Queens Parade includes a bicycle lane, however this ends at George Street and cyclists must merge across two lanes of traffic to continue along Queens Parade to access the site.
38. The site is well serviced by public transport, with a bus route servicing Queens Parade and a tram route servicing Brunswick Street (approx. 450m to the west).

Planning Scheme Provisions

Zoning

Commercial 2 Zone

39. Under clause 34.02-1 of the Yarra Planning Scheme [**the Scheme**], the use of the land as an office and supermarket is a section 1, permit not required use (the supermarket meets the conditions that the leasable floor area is less than 1,800m² and the site adjoins a Road Zone [Queens Parade] and the site is within the urban growth boundary in Metropolitan Melbourne). Under the same clause, the use of the land for a residential hotel (serviced apartments) is a section 2, permit required use)
40. Under clause 34.02-4 of the Scheme, a permit is required to construct a building or construct or carry out works. An application for building and works under this zone is exempt from third party notice and appeal rights.

Overlays

Development Design Overlay – Schedule 20

41. A permit is required under clause 43.02 of the Scheme to construct a building or to construct or carry out works.
42. Development Design Overlay – Schedule 20 (DDO20) introduces built form controls on an interim basis. The *Queens Parade, Clifton Hill, Built Form Review, 2017* provides the strategic basis for the built form controls. The interim controls will be in place while Amendment C231 which seeks to apply the controls on a permanent basis undergoes the planning scheme amendment process, including public notification.
43. *The general design objectives of the Development Design Overlay – Schedule 20:*
 - (a) *To recognise and respond to the distinct character, heritage streetscape and varying development opportunities defined by the four precincts along Queens Parade.*
 - (b) *To support a new mid-rise character behind a consistent street wall in precincts 2-5.*
 - (c) *To ensure development respects the architectural form and qualities of heritage buildings and streetscapes and maintains the visual prominence of the St John the Baptist church belfry and spire, the former ANZ Bank building, the former United Kingdom Hotel and the former Clifton Motors garage.*
 - (d) *To ensure new development responds to the grand, tree-lined boulevard character of Queens Parade.*
 - (e) *To ensure that the overall scale and form of new buildings provides a suitable transition to low scale residential areas and protects these properties from unreasonable loss of amenity through visual bulk, overlooking and overshadowing.*
44. In addition to the general design objectives, the following precinct specific design requirements apply:

- (a) *Not diminish or detract from the heritage values of the boulevard streetscape, the heritage street wall and the heritage trees along Queens Parade;*
- (b) *Deliver an appropriate interface arrangement to neighbouring properties and minimise visual bulk and mass when viewed from the adjoining properties;*
- (c) *Avoid a repetitive stepped form within the 45 degree angle profile;*
- (d) *Maintain the prominence of heritage buildings along Napier Street when viewed from Napier Reserve;*
- (e) *Be appropriately setback at upper levels from the heritage buildings along Napier Street;*
- (f) *Provide an appropriate transition in scale from the heritage buildings along Napier Street and Alexandra Parade;*
- (g) *Provide vehicular access from laneways; and*
- (h) *Provide building separation to reduce visual bulk.*

45. The DDO20 applies to land in five precincts along Brunswick Street and Queens Parade, Fitzroy North and Clifton Hill between Alexandra Parade and Hoddle Street. The subject site at 81 – 89 Queens Parade is located within the proposed Precinct 2C.

Table 2 – Street wall height, building height and setbacks for Precincts 2C and 2D

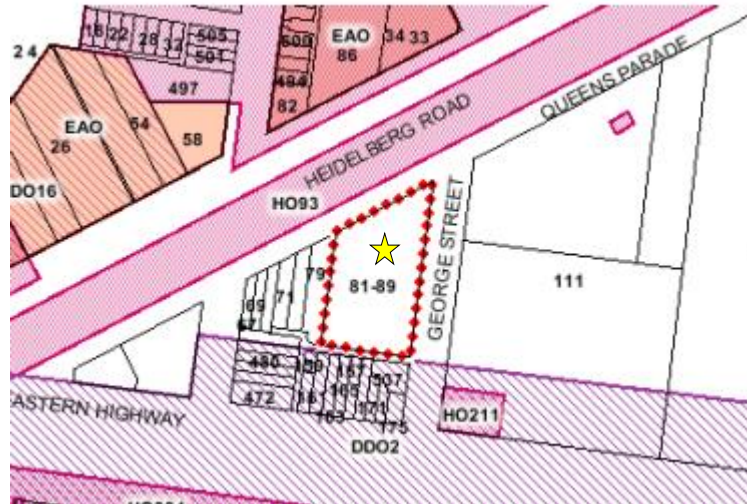
Built form	Mandatory requirement	Preferred requirement
Precinct 2C		
Building height		Maximum 28 metres
Front street wall height		Development on Napier Street should not exceed the parapet height of the adjoining heritage buildings. Maximum 18 metres for development on Queens Parade, George Street and
Built form	Mandatory requirement	Preferred requirement
		Alexandra Parade
Upper level setback		Minimum 5 metres
Setback(s) from boundary of 472 to 484 Napier Street		Setback within a 45 degree angle line measured from 18 metres.
Side and rear setbacks		ResCode B17
Precinct 2D		
Building height		Maximum 18 metres
Front street wall height	Retain existing parapet height	
Upper level setback	Minimum 6 metres	

Special Building Overlay

46. A permit is required under clause 44.05-1 of the Scheme to construct a building or to construct or carry out works. Melbourne Water is a Section 55 Referral Authority under this Overlay (Determining Referral Authority). Further, an application for building and works under this overlay is exempt from third party notice and appeal rights.

Heritage Overlay

47. While the site is not affected by a Heritage Overlay, it is noted that Heritage Overlays both abut the site, and are within close proximity to the site as follows:



Subject site = ★

48. These Heritage Overlays include the following:
- (a) HO93 – Queens Parade, Between Alexandra Parade and Delbridge Street Clifton Hill/North Fitzroy – tree controls apply; and
 - (b) HO221 – 370-374 Queens Parade, North Fitzroy – ANZ bank (included on the Victorian Heritage Register – H892);
 - (c) HO468 – 111 Queens Parade, Fitzroy North – Porter prefabricated iron store (included on the Victorian Heritage Register – H2243).

Particular Provisions

Clause 52.06 – Car Parking

49. Under clause 52.06-3 of the Scheme, a permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5. In this instance, an office has a car parking requirement for 3 spaces per 100m² of net floor area and a supermarket has a car parking requirement for 5 spaces to each 100m² of leasable floor area. A residential hotel (serviced apartment) does not have a specified parking rate and car parking is to be provided to the satisfaction of the Responsible Authority.
50. With a net office floor area of 4074m² and a leasable supermarket floor area of 1732m², the application has a requirement for 208 car parking spaces. With 153 spaces being provided, a reduction of 55 is sought. Decision guidelines are listed at clause 52.06-6 of the Scheme and include a car parking demand assessment.
51. The introduction of VC148 amended Clause 52.06 so that the car parking rates of Column B applies if any part of the land is identified as being within the Principal Public Transport Network Area. The applicant's traffic report and Council's engineering comments are based on the previous car parking rates (ie. 3.5 car spaces per 100sq.m. for office; the supermarket rate remains the same).

Clause 52.29 – Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road

52. Under clause 52.29 of the Scheme, a permit is required to create or alter access to a road in a Road Zone, Category 1. The Application must be referred to VicRoads (Determining Authority under Section 55 of the Act).

Clause 52.34 – Bicycle Facilities

53. Under clause 52.34-2, a permit is required to vary, reduce or waive any requirement of clause 52.34-3 and clause 52.34-4 of the Scheme.

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	4074 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	14 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	4 visitor spaces	
Residential building (other than specified in the table)	110 lodging rooms	In developments of four or more storeys, 1 resident space to each 10 lodging rooms	11 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 lodging rooms	11 visitor spaces	
Shop	1,732 sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	3 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	3 visitor spaces	
Bicycle Parking Spaces Total			28 resident / employee spaces	56 bicycle spaces
			18 visitor spaces	
Showers / Change rooms	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces		3 showers / change rooms	6 showers / change rooms

54. The application has a bicycle parking requirement for eleven (11) residents, seventeen (17) staff and eighteen (18) visitor spaces. The application provides a total of ten (10) additional bicycle spaces above that required by the Scheme.
55. Pursuant to clause 52.34-3, three (3) showers and change rooms are required onsite.

General Provisions

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

Planning Policy Framework (PPF)*Clause 11.02 (Managing Growth)*

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

Clause 11.03-1 – Activity centres

58. The objective of this clause is: *To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community*

Clause 13.15 – Noise abatement

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

Clause 15.01-1 – Urban design

60. 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 – Building design

61. The objective of this clause is: *To achieve building design outcomes that contribute positively to the local context and enhance the public realm.*
62. A list of 11 design principles is listed for development proposals for non-residential development or residential development not covered by Clause 54, Clause 55 or Clause 56.

Clause 15.01-5 – Neighbourhood character

63. The objective of this clause is: *To recognise, support, neighbourhood character, protect cultural identity, and sense of place.*

Clause 15.02-1 – Sustainable Development

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

Clause 17.01-1 – Diversified economy

65. The objective of this clause is: *To strengthen and diversify the economy.*

Clause 18.02-1 - Sustainable personal transport

66. The objective of this clause is: *To promote the use of sustainable personal transport.*

Clause 18.02-4 – Car parking

67. It is an objective: *To ensure an adequate supply of car parking that is appropriately designed and located.*

Local Planning Policy Framework (LPPF)

Clause 21.04-3 – Industry, office and commercial

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

Clause 21.05-2 – Urban design

69. 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.*
 - (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.*
 - (e) *Objective 22 To encourage the provision of universal access in new development.*

Clause 21.05-4 – Public environment

70. The relevant objective and strategies of this clause are:
- (a) *Objective 28 To 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 21.06-1 – Walking and cycling

71. 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

72. 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

73. 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

74. The relevant objective of this clause is '*Objective 34 To promote ecologically sustainable development*'.

Clause 21.08-2 – North Fitzroy

75. The following relevant elements are offered at this Clause:

North Fitzroy is known for the beautiful Edinburgh Gardens which combine open space, sportsgrounds, barbecue area, gardens with long-established European elm trees, skate bowl, tennis and basketball courts, bandstand, bowling greens and bocce links, remnants of the old Melbourne rail loop, and a heritage listed grandstand.

The neighbourhood is largely residential. The northern part of North Fitzroy has a low density residential character consisting of late Victorian and early Edwardian double fronted dwellings. Further south dwellings are more likely to be single fronted and one or two storeys.

Relevant Local Policies

Clause 22.05 – Interfaces Uses Policy

76. This policy applies to applications within Business Zones (now Commercial Zones, among others), and aims to reduce conflict between commercial, industrial and residential activities. The policy acknowledges that the mix of land uses and development that typifies inner city areas can result in conflict at the interface between uses.
77. The relevant objective is:
- (a) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*
78. It is policy that:
- (a) *New non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.*
79. A number of decision guidelines for non-residential use and development within the business zones are outlined, including the extent to which the proposal may cause overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the residential amenity of nearby residential properties.

Clause 22.07 – Development abutting laneways

80. A right-of-way (ROW) abuts the rear of the site. The relevant objectives of this policy are:
- (a) *To provide an environment which has a feeling of safety for users of the laneway.*
 - (b) *To ensure that development along a laneway acknowledges the unique character of the laneway.*

Clause 22.10 – Built form and design policy

81. This policy applies to all new development not included in a Heritage Overlay. The relevant objectives of this policy are to:
- (a) *Ensure that new development positively responds to the context of the development and 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.*
82. This clause includes various design objectives and guidelines that can be implemented to achieve the above objectives.

Clause 22.16 – Stormwater Management (water sensitive urban design)

83. This policy applies to applications for new buildings, amongst others. The policy aims to achieve best practice water quality performance.

Clause 22.17 – Environmentally Sustainable Development

84. This policy applies to developments for non-residential buildings with a gross floor area greater than 100m². In this instance, the policy calls for the submission of a Sustainable Management Plan [**SMP**]. This has been provided.
85. The relevant objective of this policy is: *...that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.*

Advertising

86. Notice of the application was given by way of 816 letters and 2 signs on the Queens Parade and George Street frontages as per Section 52 of the *Planning and Environment Act 1987* [**the Act**].
87. Under clause 34.02-6 of the Scheme (C2Z), the buildings and works component of this application is exempt from third party notice and appeal rights as the site is not within 30m of a residential zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre. The application for buildings and works is also exempt from third party notice and review rights under clause 44.05-4 (Special Building Overlay). The application for buildings and works is not exempt from third party notice and review rights under clause 43.02 (Design and Development Overlay).
88. A total of sixteen (16) objections were received to the application, these can be summarised as:
- (a) The proposal is an overdevelopment and is not responsive to neighbourhood character and heritage;
 - (b) Excessive visual bulk, height and scale;
 - (c) Lack of permanent dwellings;
 - (d) Overshadowing to the public realm and adjoining properties;
 - (e) Inadequate car parking and loading of vehicles and increased traffic;
 - (f) Pedestrian safety concerns with regards to increased traffic and number of crossovers;
- and

(g) Loss of amenity from increased noise for proposed uses.

89. The grounds of objections raised will be considered and addressed where relevant throughout the following assessment.
90. A Consultation Meeting was held on the 12 June 2018 where key issues raised in objections were discussed with the Permit Applicant, Objectors, Ward Councillors and Planning Officers present. No resolutions or outcomes resulted from the meeting.

Referrals

91. Melbourne Water and VicRoads are Referral Authorities under Section 55 of the *Planning and Environment Act 1987* [the Act]. Their advice is attached to this report as attachments.
92. The application was referred to the following, with advice included as appendices to this report:
- (a) ESD Advisor;
 - (b) Urban Design Unit;
 - (c) Heritage Advisor;
 - (d) Engineering Services Unit;
 - (e) Open Space Unit;
 - (f) Strategic Transport Unit;
 - (g) Waste Services;
 - (h) External engineering consultant (Cardno); and
 - (i) External urban designer (Hansen).
93. Referral comments are attachments to this report.

OFFICER ASSESSMENT

94. The planning considerations in this instance will be framed around the following:
- (a) Planning Policy Frameworks (PPF);
 - (b) Use;
 - (c) Buildings and Works (Built Form and Design);
 - (d) Off-site amenity;
 - (e) On-site amenity and ESD;
 - (f) Car parking and Traffic;
 - (g) Bicycle Parking;
 - (h) Waste; and
 - (i) Objector concerns.

Planning Policy Frameworks (PPF)

95. The proposal satisfies the various land use and development objectives within PPF and LPPF, providing an acceptable level of compliance with the relevant policies within the Scheme, and is considered to provide a positive strategic opportunity for development within a well-resourced inner-urban environment.
96. Policies (clause 11.02 and 17.01) encourage the supply of land and encourage development which meet the community's 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.
97. There is clear policy support for the provision of higher density development in Queens Parade with the site being within walking distance to a tram / bus interchange (located in front of the subject site) and to two train stations (Rushall Station – 1km to the north; Clifton Hill Station – 1km to the north-east).

Policy encourages the concentration of higher density commercial developments in established areas and supports proposals which achieve the urban growth objectives at clauses 11.01, 11.03-1 and 17.01 of the Scheme through the provision of a mixed-use development on land close to existing transport corridors and services.

98. In addition to this, the lack of sensitive interfaces (with the exception of future development to the north and south) and the site's location abutting a wide boulevard, are features which allow for a substantial increase in height from what currently exists.
99. The development would strengthen the Queens Parade long term viability by adding additional people and uses to the area and ensuring the longevity of the surrounding businesses. This satisfies policies within Clause 21.04-3. Considering the current need for a mixture of housing and employment choices in existing urban areas, the proposal will provide for a diversity of employment within the wider area as guided within policy at Clauses 21.04-3 and 21.04-4. The location of the proposal provides an opportunity for the redevelopment of the site, and accords with clause 11.02 (Managing Growth), which aims to consolidate, redevelop and intensify existing urban areas.
100. The site is located in an area suitable for redevelopment, with a proposed built form that generally responds to the diverse pattern of urban form in the neighbourhood and with limited off-site amenity impacts. Clauses 11.06-2 and 15.01-2 specifically encourage housing diversity and choice. Clause 17.01-1 includes the objective to encourage development which meet the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.
101. This immediate locality of North Fitzroy is undergoing considerable change, where public transport and services are readily available. This is consistent with strategic directions found in Plan Melbourne and Planning Policy (Clauses 11, 15 and 17). Local policy also provides support for more intensive development to be accommodated along higher order road (such as Queens Parade), where residential, or heritage sensitivities can be managed successfully.
102. Despite being located outside the Queens Parade Neighbourhood Activity Centre proper, the site is surrounded by light industrial sites, suitable for future renewal as demonstrated by the State Government led urban renewal project of the Former Gasworks site located across George Street and the proposed mixed-use development at Nos. 26-56 Queens Parade across the road.
103. While the site has not been identified as a Key Redevelopment Site (KRS) under Clause 21.08-8, its notable size, multiple street frontages (3 sides), limited immediate residential sensitivity and absence of on-site heritage constraints mean there is some 'give' in facilitating greater development opportunity of a commercial nature on this site.
104. The policy framework for amenity considerations is contained within Clause 22.10-3.8 (Offsite amenity), clause 22.05 (Interface uses policy) and the GHDRD. Clause 55 of the Scheme provides some guidance on these matters (although not strictly applicable). The subject site is uniquely located in an island-like precinct (containing approx. 15-20 parcels of land all within a Commercial Use Zone) with three, wide, arterial roads separating the precinct from any residential zones. In addition, the local character shows a high level of site coverage and boundary-to-boundary development within the subject site and those surrounding it.
105. Period residential properties exist along the southern end of Napier Street (as identified in GJM report) in low scale, fine grained format. For a successful 'fit' for an 8-storey form in this context the development needs to respond to this constraint.

106. Currently, this part of Queens Parade is characterised by a mix of low rise light industrial and residential forms, with some recent mid-rise infill on the north side. Considering an 8-storey form represents a reasonable transition between potential high-rise infill forms (up to 14 storey form on the Former Gasworks site), a potential 10 storey form (on 26-56 Queens Parade) and finer grain 1-2 storey residential forms around Alexandra Parade/ Napier Street junction, where reasonable moderate infill greater than 2-storey can reasonably be expected.
107. Clause 22.03 (Landmarks and Tall Structures) seeks to maintain the prominence of Yarra's valued landmarks. The Shot Tower on Alexandra Parade is over 700m to the east of the site and the spire of St John's Church is over 500m to the east, both are identified landmarks. The 8-storey proposal, located on topographically lower ground is unlikely to have any visual impact on these landmarks.
108. The subject site does not sit in a static urban context and some moderate to high level of change is reasonably anticipated in the short to long terms.

Use

109. As mentioned previously, the office and supermarket use do not require a planning permit and therefore no conditions can be applied to these uses. Therefore the only use consideration is for the serviced apartments.
110. The use is considered an appropriate balance between the expected commercial operation of the Commercial 2 zone and the residentially zone land to the north and south-east. The serviced apartments would be accessed from Queens Parade (which is a main road) away from the more residentially developed land to the west and south. The location of the residentially zoned land to the north and south-east along main roads (which carry significant traffic), combined with the width of Queens Parade ensures that impacts from the serviced apartments is limited. The non-conforming dwellings within the Commercial 2 zone to the south and south-west are not entitled to the same level of residential amenity. However, the serviced apartments are variously setback 4-8.5m from the southern boundary, with only 8 apartments fronting the laneway.
111. With the purpose of the Commercial 2 zone "*To encourage commercial areas for offices.....and associated business and commercial services*" the serviced apartments sit comfortably in this context (ie. interfacing with commercial premises to the immediate west, a council depot to the east, and residentially zoned land to the south-east). A condition will require a management plan detailing how the serviced apartments will be operated to ensure that amenity impacts are limited.

Buildings and Works (Built Form and Design)

Heritage Interface

112. There is no Heritage Overlay near the development site other than for Queens Parade itself which is included in a Heritage Overlay specifically to protect the street trees. Queens Parade has been the focus of multi-level development over at least the last 10-15 years including the approved development on the K G Luke site (No 26 – 56 Queens Parade), which is diagonally opposite this site. This part of Queens Parade has historically, and more recently, been the location of timber yards, industrial sites, gasworks and the Council Depot and as such it has been a concentration of industrial and commercial sites in contrast to the housing in Queens Parade and Fitzroy North.
113. Further, Queens Parade is a major thoroughfare with median strips and side service roads and mature street trees so the impact of any development will be mitigated to some extent by the built form context and the nature of the roadway.

Street Tree

114. Queens Parade has been included in a Heritage Overlay to specifically protect the street trees (Platanus), which are considered fundamental in creating its character as a leafy boulevard. The removal of one tree to accommodate a new vehicle crossover is generally not acceptable (as suggested by Council's Urban Design unit). However the tree to be removed is located on the service road (not Queens Parade), and maintains the more mature trees on either side which have a greater presence in the street. In addition, the suggestion to retain the splitter island is outside the scope of this application as this would necessitate a redesign of the access/basement and may mean a greater width of vehicle crossover, rather than the lesser width proposed.
115. Given the location of the existing vehicle crossovers adjacent this tree, and the inability for it to grow to full maturity in existing conditions, the removal of this tree is considered acceptable in this context. Further, the existing vehicle crossover would be reduced in size due to the removal of the existing splitter island.

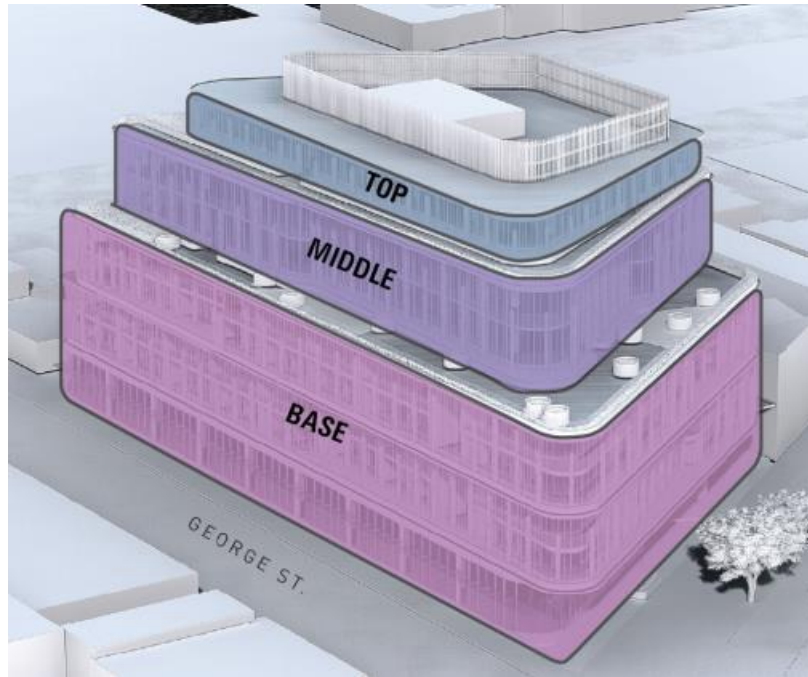
Built Form and Design

116. The proposal generally complies with the Development Design Overlay – Schedule 20 over the subject site that aims to manage the scale and form of the new buildings by guiding the heights and setbacks of new development so that their scale and form responds to the heritage character of Queens Parade and the adjoining low scale residential areas. The table below sets out the mandatory and preferred heights for this section of Queens parade as follows:

Precinct 2C			
Built Form	Mandatory requirement	Preferred requirement	Proposed Development
Building height		Maximum of 28 metres (8 storeys)	Maximum of 31.14 metres (8 storeys)
Front street wall height		Development on Napier Street should not exceed the parapet height of the adjoining heritage buildings. Maximum 18 metres for development on Queens Parade, George Street and Alexandra Parade	Queens Parade street wall height varies between 18-19.4m George Street street wall height 18m.
Upper level setback (height above the street wall)		Minimum 5 metres	At level 5 the setbacks increase to 7.1m (minimum) to Queens Parade, 5m to George Street, between 6.2 and 15m to the south boundary and 4.5m to the west boundary.
Setback(s) from boundary of 472 to 484 Napier Street		Setback within a 45 degree angle line measured from 18 metres.	At 484 Napier Street (closest property) setback complies except for the corner of level 7.
Side and rear setbacks		ResCode B17	Partly complies (setbacks vary between 4.5m – 15m)

117. The building's 5-storey street wall definition is consistent with the preferred measure found in the DDO with upper levels setback either meeting the 5m preferred setback or greater. The 7m minimum setback from the Queens Parade frontage puts a greater emphasis on the lower levels, visually reducing the dominance of upper levels. These setback measures also ensure the boulevard effect remains prominent (to Queens Parade) and a comfortable pedestrian scale is achieved along George Street, where the street profile is narrower.

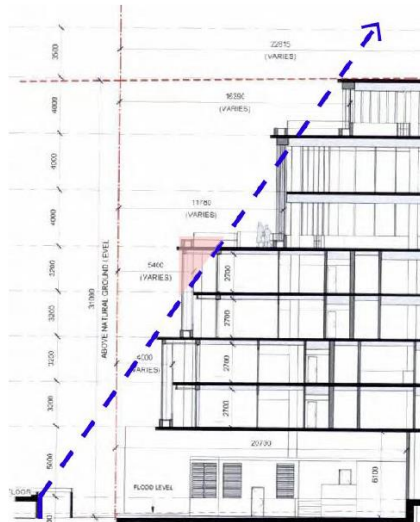
118. The Queens Parade street wall height varies marginally above the 18m preferred height, however this difference would not be noticeable from in front of the site, or from longer range views.
119. As the building rises, greater setbacks are provided from the south-western corner in response to heritage / residential sensitivity present at that location. As mentioned above, the greater increase in setback from its street frontages also assist in reducing the prominence of the upper levels to good effect. The level, sits as a cap, completing the architectural form. As this capping element is highly recessive, it will only be visible from distant oblique views. The services on the roof have been appropriately sited into the centre of the building and screened so that they do not detract from the overall architectural response of the proposal and will not be read as part of the building.



Proportions

120. The overall building is considered to create a further successful sense of depth and 3-dimensionality by adopting a continuous double height void with balconies (within upper levels) setback from the primary façade line. The overall building mass is further articulated by adopting a hit and miss floor arrangement to avoid a wedding cake profile. In addition, each elevation has adopted a continuous vertical rod façade with climber planting to minimise the effect of visual bulk despite its overall breadth and height.
121. The development is setback from its southern boundary (laneway) at ground level to provide both improved two way vehicle movement and greater building articulation. Levels 1-7 are setback between 3.9 and 5.4 metres from the laneway and the office levels are further recessed. At this interface, the building will essentially present as three / four storeys with recessive upper levels and it will create an appropriate laneway environment. While the side and rear setbacks would not meet Rescode B17, this does not take into account the specific context of the site.
122. The land to the south and west is zoned Commercial 2 which prohibits residential development. The zone anticipates buildings of a commercial scale and form, which does not require setbacks as they are not for residential uses. The setbacks from the rear boundary (adjacent non-conforming residential uses along Alexandra Parade) have been carefully recessed to maintain an appropriate transition to the lower forms to the south. The inclusion of the laneway further assists these setbacks to not dominate buildings in the area (see diagram below).

123. Further, compared with the existing conditions, the development improves safety for users of the laneway. Whereas the current development interfaces with the laneway with a series of high blank walls and a car park, the proposed use and development will activate the area and upper floor balconies will provide a sense of surveillance.



Sightline from Alexandra Parade properties

124. The setbacks from the western boundary are also considered appropriate as this interfaces with an existing commercial development which presents a blank wall to the boundary. Future development on the adjacent site would also anticipate walls to the boundary at the lower levels (ie. 5 storeys), given the relatively limited width of that site. The 4.5m setback proposed allows adequate light to all west-facing windows and balconies (especially as the balconies are to serviced apartments rather than dwellings), and provides an adequate 'break' through the building should the adjacent site be similarly developed. Given the lack of a residential zoned land to the south or west, and that the heights and setbacks are not mandatory, the proposed development is considered to provide an appropriate response.



QPBFR preferred built form outcome

125. Whilst the built form is generally compliant with DDO20, the proposal does cast new shadow to the south onto the private open space of the non-conforming dwellings with frontage to Alexandra Parade. New shadow is largely confined to the morning, primarily between 9am to 11am. Overshadowing is addressed in detail later in the report.

Public Realm

126. The development provides a number of entry points into the site, which is an improvement over the existing hard-edged building. Ramps and stairs connect George Street and Queens Parade to the entry areas along Queens Parade, and bicycle parking is proposed along Queens Parade adjacent the vehicle access point. It is considered that the bicycle spaces should be moved closer to the supermarket entrance, away from the vehicle access to provide a more bicycle friendly response. Details of these racks are also required. This can be dealt with by condition.
127. Seating has been suggested along the footpath of Queens Parade, however the site is not located in a highly pedestrianised area (given the commercial zoning) and as set out earlier in the report is effectively an island site. Without any comprehensive works identified by Council to create pedestrian priority access/connection to other parts of Yarra, it is unreasonable to require this.
128. George Street currently contains two light poles at the northern end of the site and two towards the southern end. The southern-most light pole would need to be removed as it is in the middle of the proposed truck access (although it is still shown on plans). The remaining light poles restrict footpath widths to approximately 900mm. Given the number of bicycles proposed, and the likelihood of people accessing the serviced apartments by means other than vehicles, the light poles should be removed or relocated to ensure an appropriate footpath width and to encourage pedestrians. A condition will require the footpath along George Street to have a minimum 1.5m width. This condition allows flexibility in whether additional land is provided to accommodate this adjacent the light poles, or the light poles are removed/relocated.

Landscape architecture

129. Landscaping is proposed for the serviced apartments and office balconies. Significant landscaping does not form part of the neighbourhood character however the proposal is considered to provide this as an improvement to the amenity of future occupants in terms of landscape opportunities, and reflects similar landscaping on the northern side of Queens Parade (albeit this is in a residential area).
130. The proposal attempts to 'green' this commercial pocket, where landscaping is not a feature. Council's Open Space Unit is supportive of the proposal subject to additional detail regarding planting depths and clarification of details. It has been suggested that additional planter or seats be added in front of the foyer and on planters. However additional planting would interfere with pedestrian flows to and from the serviced apartments, supermarket and office area. As such this will not form a condition. Subject to the further clarification of planting information by condition, the proposed landscaping is considered an acceptable contribution to the greening of this urban area.

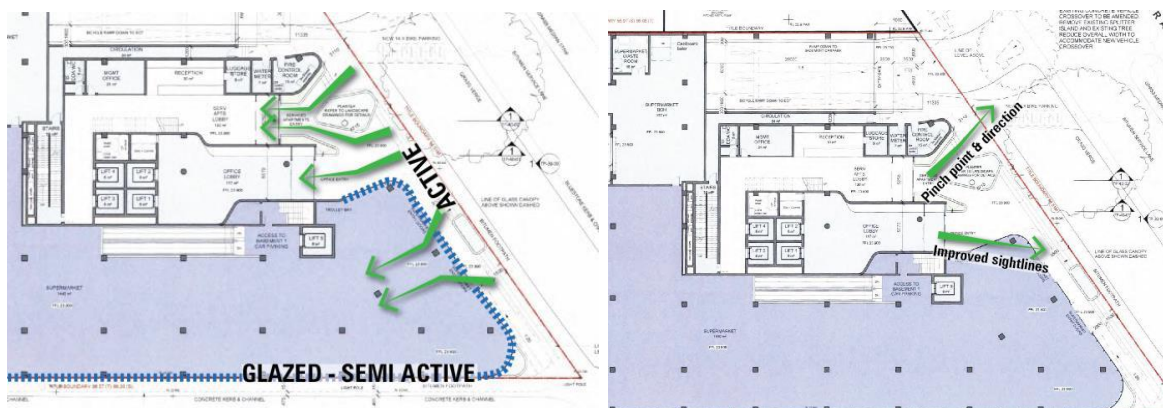
Architectural Quality

131. The contemporary design is appropriate and responds well to the emerging character along this section of Queens Parade. The proposed design is considered overall to be of a high architectural standard, offering a modern built form that revitalises all frontages and provides articulation. This is achieved through the inclusion of windows, decorative elements, varied setbacks, various materials and limited (but appropriate) landscaping within the site context.

132. Council's Urban Design Consultant was generally supportive of the architectural elements of the proposal commenting, *"each elevation has adopted a continuous vertical rod façade with climber planting to minimise the effect of visual bulk despite its overall breadth and height. Visible ceilings appear to be timber lined, contributing to the overall façade articulation. The overall massing strategy has been enhanced by its intelligent façade and material treatment, including material palette referencing its light industrial and heritage context. When viewed in the round, the overall form appears dynamic and cohesive, whilst also providing a 'calm' backdrop to its heritage surrounds."*

Site Layout

133. The proposed site plan is considered to offer a clear structure that maximises continuous active frontage and uninterrupted pedestrian flow around the Queens Parade / George Street junction. Vehicular access and servicing have generally been compartmentalised at site edges (north-western corner and along the southern laneway), or within the central core of the building. Active frontages are presented to George Street and Queens Parade, which is an improvement on the currently blank warehouse walls.
134. Pedestrian entries are arranged along the Queens Parade frontage in a staggered format through varied setbacks, terraced steps and each entry point is framed by landscape 'pods'. This design strategy is deemed generally positive, but Council's urban design consultant's Hansen suggests - *"a more careful assessment around sight lines and desire pedestrian lines, including facilitation of a more seamless pedestrian experience around each entry points should be considered and perhaps improved. For example, the 'pinch point' around entry to Service Apartment may benefit from reorganisation of the landscape pod to avoid pedestrian being directed to vehicular zone. Further chamfering of the supermarket corner will assist with improving sightline to office / service apartment entries from the eastern approach."*
135. The service apartment entrance is considered to be an appropriate response that would not conflict with the vehicle zone. However a condition will require the corner of the supermarket to be chamfered to provide a better visual connection to the office foyer from the east (see diagrams below).



Active frontage to both street frontages & Entry arrangements

Environmental Sustainability Design (ESD) & On-site Amenity

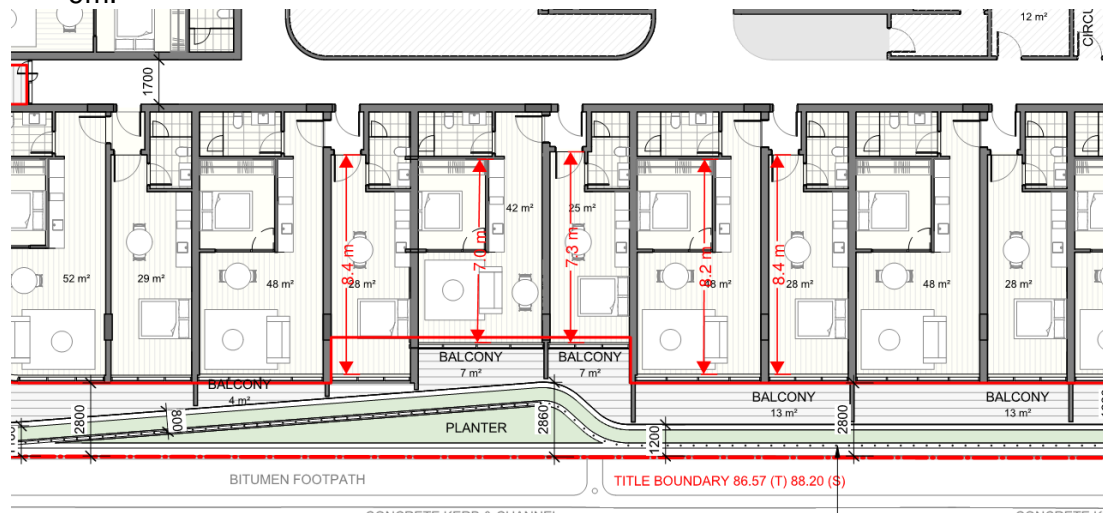
136. Redevelopment of the site located in an existing built up area would make efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes would reduce the need of occupants relying on private vehicles. Policy at clauses 15.02-1, 21.07, 22.16 and 22.17 of the Scheme, encourage ecologically sustainable development, with regard to water and energy efficiency, building construction and ongoing management.

137. Initially, Council planning officers raised concerns with the internal amenity of apartments (while acknowledging they are serviced apartments). The applicant responded to these concerns through the amended sketch plans dated 19th April 2018 that were referred to Council's ESD adviser for review. Further changes were made by the applicant and submitted on the 27th July, with amended SMP advice. The changes reduce the number of bedrooms with borrowed light, and improves daylight for 23 bedrooms as well as improving natural ventilation to 16 bedrooms by replacing 1 bedroom units with studio apartments. These changes significantly improve the internal amenity of the building and Council's ESD is satisfied with the changes subject to conditional approval.
138. In general, Built Environment Sustainability Scorecard (BESS) and Better Apartments Design Standards (BADs) are applicable to residential apartments, or NCC Class 2 buildings. Strictly speaking BESS and BADs are not applicable to serviced apartments / hotels. Despite this, the project generally demonstrates BADs compliance.
139. The revised design meets the following BADs clauses:

- (a) Under “Functional Layout”, minimum dwelling living area (excluding kitchen) of at least 10m² for studio and 1-bedroom dwellings.



- (b) Under “Room Depth”, a single aspect open plan habitable room depth not exceeding 9m.



Energy Efficiency

140. In addition to the improvements in daylight and ventilation amenity proposed above, the development demonstrates an overall 20% improvement over minimum NCC energy efficiency requirements via a JV3 report. Plans show all serviced apartments propose operable internal blinds, which will provide glare control and reduce further heat gain into the indoor spaces.

141. NatHERS cooling load and star rating targets are not applicable to serviced apartments (hotel). However, the applicant demonstrated the following ESD performance for the serviced apartments:
- (a) Average NatHERS annual cooling of no more than 30MJ/m2
 - (b) 6.5-star average house energy rating (NatHERS)
142. In addition, the design includes a 20kW PV system on the roof that will offset the building's power usage, and the system will be managed by the embedded network provider. Council's ESD Advisor was largely satisfied with the proposal subject to conditional approval and plans generally in accordance with the sketch plans submitted.

Car parking and traffic

143. Pursuant to Clause 52.06-2, car parking spaces required under Clause 52.06-5 must be provided on the land. Clause 52.06-3 requires a planning permit to reduce the number of car parking spaces required under this clause.
144. The introduction of VC148 (gazetted 31 July 2018) amended Clause 52.06 so that the car parking rates of Column B applies if any part of the land is identified as being within the Principal Public Transport Network Area. The subject site is located within the Principal Public Transport Network Area and therefore the Column B car parking rates apply to this planning application.
145. The proposed development has a statutory car parking requirement of 208 car spaces for the office and supermarket uses under Clause 52.06-5 of the Planning Scheme and the provision of 153 car spaces results in a shortfall of 55 car spaces.
146. The traffic engineering assessment submitted with the application by Traffix references plans prepared by COX Architecture, in particular Drawing No.'s TP-20-01 rev 1 & TP-20-02 rev 1 dated 01/12/17, and TP-21-00 rev 2 dated 07/03/18. The Traffic Engineering Assessment was peer reviewed by Cardno (at the request of Council) and is generally supported.
147. The proposal includes:
- (a) Basement parking comprising of two levels with a total of 153 car spaces including 57 office spaces, 33 serviced apartment spaces (at Basement Level 2) and 63 supermarket spaces (at Basement Level 1). Provision is also made for 56 bicycle spaces at Basement Level 1.

Existing Car parking Availability

148. A total of 22 existing on-site car parking spaces have been identified during a site inspection, in line with the number of existing spaces noted within the Traffix Group report submitted with the application. It is anticipated that the supermarket and serviced apartment uses would generally experience peak parking demands outside of commercial business hours.
149. The existing warehouse building (covered) appears to have a floor area of approximately 2,700 sqm. Adopting the statutory car parking requirements for 'Warehouse' use under Clause 52.06-5 of the Yarra Planning Scheme, a deficiency of 20 car spaces would apply to the existing use which can be considered as part of the proposed 55 car park reduction (as set out under clause 52.06).

Anticipated Parking Demand

150. The proposed development generates a statutory requirement of 208 car parking spaces, with a reduction of 55 car parking spaces sought.

151. As stated in referral comments, office developments within the City Of Yarra previously undertaken by Cardno and other consultancies indicate that a high proportion of employees are displaying a preference to choose alternative transport modes, despite available on-site parking being unconstrained in some instances. As noted by Traffix within the supplied traffic report, office developments commonly enforce travel demand management by default, by way of suppressing car parking demands (i.e. by not providing the full statutory on-site car parking requirement).
152. It is reasonable to assume that staff and visitors of the proposed office component are likely to choose alternative transport modes due to the site location with respect to sustainable transport modes, further supported by the observed high occupancy levels of long term / unrestricted parking in the vicinity of the site.
153. Considering the above and in respect of the various Council relevant policies identified throughout this report, the proposed on-site reduced car parking provision rate of 1.4 spaces per 100 square metres of floor area for office component is considered to be consistent with Council strategies to strongly encourage the use of alternative transport modes.
154. Cardno has undertaken car parking surveys of a number of supermarkets in and around Melbourne, with recorded parking demands generally in the range of 3.0 to 5.0 spaces per 100 square metres, inclusive of staff parking demands. The case study data held by Cardno for supermarkets includes supermarkets with a range of floor areas, varying between smaller supermarkets of 2,000 square metres (similar to the subject proposal) and “full line” supermarkets of up to 4,000 square metres.
155. Considering, a supermarket provisional rate of 3.7 car parking spaces per 100 sqm of supermarket floor area is in line with the identified case study data and a reduced provision of parking is anticipated to meet the likely car parking demands generated by this use.
156. Parking demand surveys at similar sized supermarkets in inner Melbourne recorded average weekday peak parking demands in the order of 3.27 spaces per 100 sqm of supermarket floor area. During the average Saturday peak demand period, demand rose to approximately 3.6 parking spaces per 100 sqm of supermarket floor area. It is noted by Cardno that the on-site car park did not reach capacity during the survey periods and therefore these sites were considered to be unconstrained with regards to parking provision.
157. Car parking for the ‘Serviced Apartments’ component of the proposed has no statutory rate as specified for this land use within Clause 52.06-5 of the Planning Scheme. The applicant’s traffic engineer (Traffix’s) opinion that the surrounding amenities afforded to the development’s occupants combined with further opportunities for serviced apartment guests to travel to and from the site via public transportation means significant demands for car parking is generally not necessary. This is supported by both Council Engineers and Council’s Traffic Consultants.
158. It is considered reasonable to assume that prospective serviced apartment guests are likely to seek alternative accommodation should they require the use of a car parking space.
159. For the reasons listed above, the proposed car parking rate of 0.3 spaces per serviced apartment supported as this rate is considered to correspond car parking rates sourced from recent case study data for serviced apartments within inner-city suburbs.
160. In summary, a shortfall of 55 car spaces is considered appropriate in this instance given strategic goals and visions for the locality and the site’s proximity to public transport.

Traffic Generation

161. The level of traffic generated as a result of this proposal is acceptable and will have limited impact on the operation of the surrounding network, particularly given that the proposal will generate limited additional traffic to the intersection of George Street / Alexandra Parade in the AM peak hour, when that intersection currently experiences its highest traffic demands
162. The traffic impact of the intersection of Queens Parade and George Street was assessed by the applicant's traffic consultant using the SIDRA program, which measures intersection performance. Council's Civil Engineering Unit commented that SIDRA modelling works well under free flowing traffic conditions but may have limitations, such as queuing of downstream traffic. Notwithstanding this observation Council's Civil Engineers have found the results of the post-development modelling suggest that intersection is expected to operate satisfactorily. *'The post development conditions would see an increase in the right turn movement from Queens Parade into George Street and the through movement along Queens Parade (in the northeast bound direction). It is agreed that the increase in traffic volumes at these movements should not adversely impact on the operation of the intersection once the development is operational.'*
163. Neither VicRoads or Council's engineers (internal and external) have concerns with traffic impacts in this instance.

Car Parking Layout & Access Arrangements

164. Cardno has reviewed Section 4.4 and Appendix B of the Traffic report which relates to the development's car park layout, access arrangements and swept path analyses, offering the following comments for consideration:
 - (a) Cardno is satisfied that the proposed car park layout has been generally designed in accordance with the relevant Planning Scheme and Australian Standard requirements;
 - (b) Proposed motorcycle parking within Basement Level 2 has not been referenced within the Traffix Group report. Cardno has assessed these motorcycle parking spaces against the requirements of the Australian Standard for off-street car parking (AS/NZS 2890.1). Spaces appear to be provided in accordance with the minimum dimension requirements of the standard, being 1.2m wide and 2.5m long; and
 - (c) A corner splay is required to be shown on the egress side of the site access ramp in accordance with Design Standard 1 – Accessways within Clause 52.06-9 of the Yarra Planning Scheme. However, this is not anticipated to be a significant issue in this instance given the buffer / setback provided along the western boundary and can be dealt with by way of a condition.
165. A concern was also raised by Council's engineering in relation to exiting motorists onto Queens Parade not being able to view pedestrian movements to the west (given the building does not provide a sight triangle). It was suggested that a CCTV monitor and camera be installed. A condition will require either a splay as per above, or alternate method to ensure safety of pedestrians.
166. Council's engineers requested the directional arrows shown on the ROW to the rear be removed as the laneway must be maintained as two-way (not single access); and that materials other than bluestone be used to differentiate the public and private realm, and to ensure that levels match into Council assets so there are no tripping hazards. Conditions will address this.

Loading Considerations

167. No loading bay is specifically required under the Scheme. However, the widening of the existing ROW to the south to approximately 7 metres is proposed to accommodate vehicular access to the proposed supermarket loading bay and waste collection area.

168. Clause 65 contains the decision guideline that requires the responsible authority to consider “The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.” In consideration of the above and with regard to the proposed loading and waste collection facilities, Cardno’s peer review and Council’s officers are satisfied that:

- (a) *Sufficient manoeuvring area appears to be provided within loading bays to allow for appropriate access manoeuvres by the nominated loading and waste collection vehicles;*
- (b) *Swept path diagrams provided as Appendix B to the Traffix Group report are considered generally appropriate when considering manoeuvring pathways and clearance line offsets internal to the site.*

Bicycle facilities

169. The application has a bicycle parking requirement for eleven (11) residents, seventeen (17) staff and eighteen (18) visitor spaces. The application provides a total of twenty-one (21) additional bicycle spaces above that required by the Planning Scheme. Pursuant to clause 52.34-3, three (3) showers and change rooms are required onsite as follows:

52.54-5, three (3) showers and change rooms are required on-site as follows.

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	4074 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	14 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	4 visitor spaces.	
Residential building (other than specified in the table)	110 lodging rooms	In developments of four or more storeys, 1 resident space to each 10 lodging rooms	11 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 lodging rooms	11 visitor spaces.	
Shop	1,732 sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	3 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	3 visitor spaces.	
Bicycle Parking Spaces Total			28 resident / employee spaces	56 bicycle spaces
			18 visitor spaces	
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	3 showers / change rooms	6 showers / change rooms

170. Based on a review of submitted plans, a total of 72 bicycle parking spaces (58 proposed on-site within Basement Level 1 with the remainder at ground level within the Queens Parade service road verge) are proposed for the development. Of these 72 spaces, 36 are proposed as vertical wall-mounted racks, with the remaining 36 bicycle parking spaces proposed in the form of horizontal ground-mounted hoops.
171. Conditions will require bicycle hoops along the Queens Parade frontage to be located away from the vehicle access (closer to the supermarket entry), with details of the 18 visitor bicycle spaces shown on plans demonstrating that they are on horizontal rails and easily accessible to visitors.

172. Given the number of car parking spaces to be waived, it is considered that additional bicycle spaces should be required. A condition will require no less than 44 employee / residential hotel guest spaces to be provided in a secure compound within the car park level, and confirmation that there are at least 5 change rooms (with showers).
173. A Green Travel Plan will be required by way of condition given the development has a total non-residential floor area of more than 1,000sqm, pursuant to Clause 22.17-4 of the Planning Scheme; and a minimum 40A single phase electrical sub circuit installed within the car parking area, for the future provision of electric vehicle charging points will also be conditioned.

Waste

174. Council's Services Contracts Unit reviewed the Waste Management Plan [WMP] prepared by Leigh Design which sets out that a private contractor will be engaged to collect waste utilising bulk bins from the rear loading bay.
175. The WMP includes initiatives for noise minimisation, litter reduction, hours for waste collection under Council's Local Law and a range of other amenity initiatives that will be implemented as part of the development. The WMP was considered not satisfactory, with issues to be rectified including swept path diagrams of truck movements as well as proposed entry and exit locations for the waste vehicles and hours of collection. A condition will require an amended WMP to the satisfaction of the Responsible authority.

Off-site Amenity

176. The subject site is surrounded by properties all within the Commercial 2 Zone in which the subject site is located. Properties to the west are used for commercial purposes and properties to the south-west and south are either used for commercial purposes and/or prohibited/non-conforming dwellings under the Commercial 2 Zone provisions.
177. It is an accepted planning principle that residential amenity expectations need to be tempered against the purpose of the Commercial 2 Zone which does not include providing for residential use. Indeed, residential use is "prohibited", with caretaker's house being the exception. If the protection of the residential amenity is elevated to a matter of primary or significant importance, this could stifle the proper development of the area for its primary purpose, which is to encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.
178. Notwithstanding the above, Clause 22.05 of the Local Planning Policy Framework relates to interface uses and it provides guidance to manage potential conflict where there is a mix of land uses.
179. As per Clause 22.05-3, it is the objective of the policy:
 - (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 ; and*
 - (b) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*
180. The proposal also includes measures to minimise noise and visual amenity impacts upon nearby, existing residential properties as follows:
 - (a) Adequate upper level setbacks are proposed from the south boundary (as discussed in the built form section);

- (b) All facades, including the south and west elevations, have an architectural treatment and the development will present well where it is visible in both public and private domains.
- (c) Pedestrian entries to the uses will be via the basement and Queens Parade and away from residential properties.

- 181. As identified earlier, the submitted WMP includes initiatives for noise minimisation, litter reduction, hours for waste collection under Council's Local Law and a range of other amenity initiatives that will be implemented as part of the greater development and can be confirmed by way of a condition to ensure that waste collection is limited to suitable times and the loading area is appropriately managed and maintained.
- 182. Considering, any noise or light spill associated with the serviced apartments will be acceptable in the context of adjacent properties being located within the Commercial 2 Zone.

Overshadowing

- 183. The application is accompanied by a shadow analysis prepared by Cox Architecture which shows that the development will cast some additional shadow across the secluded private open space of residential properties facing Napier Street and Alexandra Parade between 9am and 3pm at the Equinox.
- 184. The shadow moves from the west in the morning toward the east in the afternoon so that between 12pm and 3pm the majority of residential properties receive reasonable sunlight to the areas of secluded private open space.
- 185. Residential development to the south-west would be partly impacted at 9am and 10am on the Equinox, however this would be limited only to Nos. 480-482 Napier Street. After this time there would be no further impact.
- 186. Residential development to the south of the laneway (fronting Alexandra Parade) would be overshadowed between 9-11am, with each property maintaining some access to sunlight after this time.
- 187. The southern footpath of Queens Parade will not be affected by the development and George Street will receive sunlight in the morning. Shadowing to the opposite side of George Street in the afternoon would be expected given the DDO sets out a minimum street wall of 18m, with upper level setbacks.
- 188. There has been clear guidance from VCAT with regards to expectations for development within a commercial zone with respect to overshadowing. The Tribunal decision *P2558/2017 1-7 Wilson Avenue Developer Pty Ltd v Moreland CC* made a number of comments directly relevant to this application relation to strategic support of higher built form and acceptable significant overshadowing to existing residential properties located within 'substantial change areas' zoned commercial.
- 189. The comments were as follows:

96 There is no doubt that for all these properties, at varying times, the shadow impact will be significant. It will noticeably alter the amenity the occupants of these properties currently experience. However, the shadow patterns alter during the course of the day. Each of the private open space areas will receive some sunlight as the shadows move across these spaces. Due to the angle of the sun, the extent and depth of shadow alters so that the area in sunlight for each property will change in dimension, area and location. According to the shadow diagrams, at no stage will the shadow from the development remove all existing sunlight from any of the courtyards.

97 In the absence of any guidance in the Planning Scheme, it is arguably difficult to assess the acceptability or otherwise of the overshadowing. There is no measure or benchmark against which the assessment can objectively occur. I acknowledge the significance of the shadow impact, and the respondents' concerns regarding the consequences for the enjoyment of their property. However, the location of the residential properties in a C1Z within an activity centre earmarked for substantial change, including an increased presence of taller development of up to eight storeys, means that some significant shadow impact should reasonably be anticipated. On balance, as all the properties will continue to receive some solar access during the course of the day at the equinox to an area of their open space which is of useable size and dimension, the outcome does not justify a refusal of a permit or a change to the building height/setbacks. Had the properties been in a residential zone, the same conclusion is unlikely to have been reached.

190. Whilst this decision relates to the site at No. 1-7 Wilson Avenue, Brunswick these comments from the Tribunal are directly relevant to the application for the subject site considering the comparable zoning and similar circumstances. Comparably;
- (a) Both sites involve 8-storey proposals in areas where 8-storey development is contemplated; and
 - (b) Both sites have Victorian era terraces to the south across a laneway, with small north-facing rear yards.
191. Significantly, the terraces to the south of No. 81-89 Queens Parade are located within a Commercial 2 zone where dwelling is a prohibited use and are not within a heritage overlay. Despite these circumstances, the massing of the building has been designed to limit shadow impacts to non-conforming dwellings within the Commercial 2 Zone.
192. Given the above, the proposal strikes an appropriate balance between providing for residential amenity and delivering an appropriate land use and built form outcome that is supported by the Planning Policy Frameworks.

Objector concerns

193. The majority of the issues which have been raised by the objectors have been addressed within this report as follows:
- (a) The proposal represents overdevelopment and is not responsive to neighbourhood character and heritage (paragraphs 105-135);
 - (b) Excessive visual bulk, height and scale (paragraphs 116-125);
 - (c) Lack of permanent residential dwellings (a commercial 2 zone prohibits dwellings, however the use of the serviced apartments has been considered at paragraphs 109-111);
 - (d) Overshadowing to the public realm and adjoining properties; (paragraphs 183-192);
 - (e) Inadequate car parking and loading of vehicles and increased traffic (paragraphs 143-168);
 - (f) Pedestrian safety concerns with regards to increased traffic and number of crossovers; (the vehicle crossovers will largely be removed and footpaths reinstated. The altered crossover to Queens Parade has been discussed at paragraphs 164-166); and
 - (g) Loss of amenity from increased noise (as identified at paragraphs 109-111 both the office and supermarket uses do not require a planning permit and the closest residentially zoned land is separated by a major road. Conditions will ensure the operation of the serviced apartments is appropriately managed).

Conclusion

194. The proposed development is considered to demonstrate a high level of compliance with policy objectives contained within the State and Local Planning Policy Framework. Notably, the proposal achieves the State Government's urban consolidation objectives, the preference to direct higher density development in Mixed Use Zones and strategic redevelopment sites, and aligns with the State Policy as well as the direction given by the Tribunal.
195. The proposal, subject to conditions recommended, is an acceptable planning outcome that demonstrates clear compliance with the relevant Council policies.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to advise VCAT that had it been in a position to it would have issued a Notice of Decision to Grant a Planning Permit PLN17/1113 for construction of a mixed use building, use part of the land for a residential hotel (serviced apartments), alteration of access to a Road Zone (category 1), reduction in the car parking requirements associated with a residential hotel (serviced apartments), supermarket and offices (permit not required for supermarket or office uses) subject to the following conditions:

1. Before the use 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 plans by COX Architecture dated 01 December 2017 but modified to show:
 - (a) Additional chamfering of the supermarket corner to improve sightlines to office / service apartment entries from an eastern approach;
 - (b) A corner splay on the egress side of the site access ramp in accordance with Design Standard 1 – Accessways within Clause 52.06-9 of the Yarra Planning Scheme or alternate method (eg CCTV monitor or similar);
 - (c) A minimum 1.5m wide unobstructed footpath along the length of the George Street frontage (this may include land within and outside of the subject site title boundaries or removal and relocation of light poles);
 - (d) Directional arrows on right-of-way deleted;
 - (e) Surfaces of privately owned land within the site to match into Council assets at ground level, with use of differing material to clearly delineate the public/private realm;
 - (f) The bicycle ramp to the basement at a grade of no greater than 1:12;
 - (g) Bicycle hoops along Queens Parade service road to be located away from the vehicle access (and closer to the supermarket entry);
 - (h) No less than 18 visitor bike parking spaces, clearly marked for visitor use and provided at a horizontal rail;
 - (i) No less than 44 employee / residential hotel guest spaces to be provided in a secure compound within the car park level;
 - (j) A minimum 40A single phase electrical sub circuit installed within the car parking area, for the future provision of electric vehicle charging points;
 - (k) A minimum of 5 shower/change rooms be provided;
 - (l) A materials sample board of external colours, materials and finishes including coloured perspectives;
 - (m) Any requirement of the endorsed Sustainable Management Plan (condition 6), where relevant, to show on plans;
 - (n) Any requirement of Melbourne Water Conditions (where relevant) to show on plans; and
 - (o) Any requirement of the endorsed Waste Management Plan (condition 8), where relevant, to show on 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. Except with the prior written consent of the Responsible Authority, the residential building (serviced apartments) may operate 24 hours a day, seven days a week.
4. Prior to the commencement of the use as serviced apartments, an operational management to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The plan must detail the following:
 - (a) Procedures and standards for guests to minimise amenity and parking problems in the neighbourhood;
 - (b) Measures to be taken by the permit holder to ensure serviced apartment guests and visitors do not cause any unreasonable amenity impact to persons beyond the land;
 - (c) Establishment of a line of communication with adjacent owners/occupiers aimed at identifying and addressing amenity concerns;
 - (d) An outline of house rules intended to be used to manage residents and guests including:
 - (i) guest behaviour;
 - (ii) noise;
 - (iii) alcohol consumption; and
 - (iv) methods of eviction if house rules are broken;
 - (e) Details of eviction process in the event house rules are broken;
 - (f) Standards for property maintenance, health and cleanliness; and
 - (g) Security against thefts and break-ins, including security of guests' belongings;
 - (h) management plan
5. The serviced apartments must be managed in accordance with the endorsed Serviced Apartment Management Plan.

Sustainable Management Plan

6. 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 Simpson Kotzman on 15 September 2016, but modified to include or show:
 - (a) A commitment to 5 Star Green Star;
 - (b) All habitable rooms, including studies with an operable window to enable natural ventilation;
 - (c) Sample NatHERS or preliminary energy model to a reference building demonstrating that the overall energy/GHG targets can be met;
 - (d) More information on what type of hot water system will be specified demonstrating that the overall energy/GHG targets can be met;
 - (e) What type of heating/cooling system will be specified demonstrating that the overall energy/GHG targets can be met;
 - (f) Solar PV array included on the roof plan to contribute to common area electricity consumption; and
 - (g) All proposed changes in layout and design in accordance with the Sketch Plans supplied to Council on the 27 July 2018.
7. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Waste Management Plan

8. 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 Leigh Design (dated 15 September 2016), but modified to include:
 - (a) Internal private collection;
 - (b) Swept path diagram of truck movements as well proposed entry and exit locations of waste vehicles; and
 - (c) Operation of hours (including collections times).
9. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
10. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority

Landscape Plan

11. 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 landscape plan must include (or show):
 - (a) final plant schedule and planting plan showing the location of all plants with the following detail provided:
 - (b) Planter box materials and dimensions;
 - (c) Mulch layer – something that won't blow away;
 - (d) Growing media – suitable in weight and content for roof top gardens;
 - (e) Filter media;
 - (f) Irrigation method;
 - (g) Drainage system;
 - (h) Root barrier / water proofing layer;
 - (i) Tree protection zones;
 - (j) Maintenance schedule;
 - (k) Minimum 400mm depth planting beds; and replacement of weed species.
12. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:
 - (a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;
 - (b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and
 - (c) replacing any dead, diseased, dying or damaged plants, to the satisfaction of the Responsible Authority.

VicRoads Conditions (13-20)

13. Before the development approved by the permit starts, detailed layout plans for the accessway to the site from Queens Parade must be submitted to and approved by the Roads Corporation (VicRoads). The plans must be drawn to scale and dimensioned and two copies must be provided. The plans must show all proposed turning movements and traffic controls at the intersection of the accessway and Queens Parade.
14. Before the development starts, an independent Road Safety Audit (by a suitably qualified person) for the intersection of Queens Parade and the accessway to the site, and the intersection of Queens Parade and George Street, must be submitted to and approved the Roads Corporation (VicRoads).
15. Prior to the commencement of the use or the occupation of the buildings or works hereby approved, the access lanes, driveways, crossovers and associated works must be provided at no cost to the Roads Corporations and be:
 - (a) Formed to such levels and drained so that they can be used in accordance with the plan; and
 - (b) Treated with an all-weather seal or some other durable surface.
16. The security boom, barrier, gate or similar device controlling vehicular access to the premises must be located inside the property to allow vehicles to store clear of the pavement and footpath.
17. The crossover and driveway must be constructed to the satisfaction of the Roads Corporation and the Responsible Authority and at no cost to the Roads Corporation prior to the commencement of the use or the occupation of the works hereby approved.
18. During construction, the development must be managed so as not to compromise the operational efficiency of Queens Parade and George Street Fitzroy North or public safety.
19. Driveways must be maintained in a fit and proper state so as not to compromise the ability of vehicles to enter and exit the site in a safe manner or compromise operational efficiency of the road or public safety.
20. All redundant vehicle crossings must be removed and the area reinstated to kerb and channel.

Melbourne Water Conditions (21-23)

21. Prior to the development plans being endorsed to the planning permit, amended plans and relevant documentation as outlined below must be submitted to Council and Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with ground and floor levels to Australian Height Datum (AHD) and all setbacks notated on the plans in accordance with the asset protection requirements.
 - (a) The exact location of Melbourne Water's underground drain along George Street is to be determined by a licensed surveyor as per Melbourne Water's Asset Proving guidelines; the drain must then be plotted on the proposed development plans with cross sections at the north-east corner and south-east corner of the property, including all basement levels.
 - (b) No permanent structures are permitted to be located within a 2 metre lateral clearance zone of the asset;
 - (i) Footings must extend below "foundation protection zone" (angle of repose line) and;
 - (ii) A statement from the structural engineer stating that the design of the building foundation has been designed to allow future excavation of the pipeline adjacent to building.(Screw piles and friction piles are not acceptable)

- (c) CCTV of the drain is required to be undertaken prior to endorsement of plans to confirm the condition of the drain. This CCTV will also be required by the design engineer to assist with the design of the structure if required. CCTV is to be in accordance the WSA 05-2013 Conduit Reporting Code of Australia.

The nearest access manhole is 4414/MH001. This manhole identification is to be referenced in the CCTV. Melbourne Water access permit to this manhole will be required;

- (d) The following assessment and design investigation is required to be carried out by a qualified structural engineer, experienced with working on brick drains:
 - (i) A structural condition assessment to validate the existing drain condition. The assessment must include a baseline condition photo and/or CCTV inspection;
 - (ii) Submission of a detailed design and methodology for the construction of the structure detailing the stabilisation method to prevent brick surround from collapsing, factoring in ceramic growth;
 - (iii) Advice on the vibration limits on site during construction works to ensure the drain is not adversely impacted.
 - (iv) Consideration of the impact on the drain's bedding if a basement is to be constructed in the close proximity.
- (e) A Build Over agreement is required to be entered into for temporary structures within the lateral clearance zone;
 - (i) No overhangs and eaves are permitted;
 - (ii) Footings must be independent and self-supporting.

- 22. The basement level must be shown to be tanked and bunded to at least 300mm above the applicable 1% AEP flood level of 23.6 metres to Australian Height Datum with the apex of the basement access ramp set no lower than 23.9 metres to Australian Height Datum.
- 23. The floor levels of the substation, CP Air intake and gas meter room must be set at least 300mm above the applicable 1% AEP flood level of 22.90 metres to Australian Height Datum.

Road Infrastructure

- 24. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, bike racks must be installed to accommodate at least 12 bicycles on the footpath immediately outside the property's Queens Parade frontage:
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.
- 25. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all pedestrian access must be constructed to a level no steeper than 1 in 40 from the building line to the top of kerb 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 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.
- 27. 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.

28. 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.

Car parking

29. Before the development is occupied, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:
- (a) the number of car parking spaces allocated to each tenancy and that each space is allocated;
 - (b) details of way-finding, cleaning and security of end of trip bicycle facilities;
 - (c) any policing arrangements and formal agreements as appropriate; and
 - (d) 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.
30. 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.
31. 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.
32. 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

33. Before the development is occupied, 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) describe the location in the context of alternative modes of transport;
 - (b) the provision of real time passenger information displays for nearby stops within each lobby;
 - (c) employee welcome packs (e.g. provision of Myki cards);
 - (d) a designated 'manager' or 'champion' responsible for co-ordination and implementation;
 - (e) details of bicycle parking and bicycle routes;
 - (f) details of GTP funding and management responsibilities; and
 - (g) include provisions to be updated not less than every 5 years.

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

Lighting

35. 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 and vehicular entrances and internal laneway must be provided on the subject site. Lighting must be:
- (a) located;
 - (b) directed;
 - (c) shielded; and
 - (d) of limited intensity,
- to the satisfaction of the Responsible Authority.

General

36. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.
37. As part of the ongoing consultant team, Cox 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.
38. The amenity of the area must not be detrimentally affected by the construction and use, including through:
- (a) the transport of materials, goods or commodities to or from land;
 - (b) the appearance of any buildings, works or materials;
 - (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or
 - (d) the presence of vermin.
- to the satisfaction of the Responsible Authority.
39. 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.
40. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
41. 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.
42. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
- (a) Monday–Friday (excluding public holidays) before 7 am or after 6 pm;
 - (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9am or after 3pm; or
 - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management

43. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:

- (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
- (b) works necessary to protect road and other infrastructure;
- (c) remediation of any damage to road and other infrastructure;
- (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;
- (e) facilities for vehicle washing, which must be located on the land;
- (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
- (g) site security;
- (h) management of any environmental hazards including, but not limited to,:
 - (i) contaminated soil;
 - (ii) materials and waste;
 - (iii) dust;
 - (iv) stormwater contamination from run-off and wash-waters;
 - (v) sediment from the land on roads;
 - (vi) washing of concrete trucks and other vehicles and machinery; and
 - (vii) spillage from refuelling cranes and other vehicles and machinery;
- (i) the construction program;
- (j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
- (k) parking facilities for construction workers;
- (l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
- (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
- (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
- (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;
- (p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority.
- (q) In preparing the Noise and Vibration Management Plan, consideration must be given to:
 - (i) using lower noise work practice and equipment;
 - (ii) the suitability of the land for the use of an electric crane;
 - (iii) silencing all mechanical plant by the best practical means using current technology;
 - (iv) fitting pneumatic tools with an effective silencer;
 - (v) other relevant considerations; and
 - (vi) any site-specific requirements.

During the construction:

- (r) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
- (s) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;
- (t) vehicle borne material must not accumulate on the roads abutting the land;
- (u) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

- (v) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time expiry

44. 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; and
- (c) the residential hotel (serviced apartments) use is not commenced within five years of the date of the permit;

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

Notes:

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

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

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

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

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

No parking restriction signs are to be removed, adjusted, changed or relocated without approval or authorisation from Council Parking Management unit and Construction Management branch

On the Queens Parade frontage of the site, pole No. 27888 (a former tram pole) is currently being used as a stay for a CitiPower electrical pole (with the same number located) about 4m west of the stay. It appears that stay is located near the edge of the new vehicle crossing. Comment from CitiPower should be sought to ascertain whether the stay could be removed or relocated.

VicRoads is currently undertaking improvement of the Queens Parade interchange to facilitate safer pedestrian movement as well as ensure that pedestrian facilities are DDA compliant. The applicant should liaise with VicRoads in relation to the interchange works and the potential impacts on pedestrians once the development is operational.

Some of the existing overhead power lines along Queens Parade have been bundled. Advice from CitiPower is required whether additional works are required to ensure that overhead power lines are outside "No Go Zone".

In the event that 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.

VicRoads Notes

The proposed development requires reinstatement of disused crossovers to kerb and channel. Separate approval under the Road Management Act for this activity may be required from VicRoads (the Roads Corporation). Please contact VicRoads prior to commencing any works.

Separate Consent shall be required from VicRoads under the Road Management Act 2004 for all buildings and works (including projections, canopies, fixed shading devices, balcony framing etc) undertaken outside the title boundary within a Road Zone Category 1.

Melbourne Water Notes

Land and flood level information available at Melbourne Water indicates that the property is subject to flooding from the North Fitzroy Main Drain (Dr4414). The applicable flood level for a 1% AEP flood event grades from 23.6 metres to Australian Height Datum to 22.75 metres to Australian Height Datum.

Given the age and construction type of the drain being a brick culvert with concrete deck, undertaking works in close proximity may be a risky for the drain. Given the age of the drain, bricks forming the drain wall will exhibit ceramic growth, and thus the drain will be under compressive stresses. The design of any structure and construction methodology will need to consider and mitigate the risk of structural failure of the drain due to release of the stress during the works depending on the clearance.

A Post CCTV inspection of the underground drain is required to be carried out at the cost of the developer in accordance with WSA 05-2013 Conduit Inspection Reporting Code of Australia. The manhole identification is to be referenced in the CCTV. Melbourne Water access permit to this manhole will be required.

Prior to undertaking any works on or near a Melbourne Water asset, the contractor must be in receipt of a Melbourne Water Permit to Work. A Permit to Work can only be issued to contractors who have undertaken MW's permit recipient training. This requirement is to be included as part of the general notes on the final drawings.

No contractors are permitted to enter an underground drain or manhole unless in receipt of a Melbourne Water Permit to Work and a current Confined Space Entry ticket is held.

Melbourne Water must still have access unrestricted access to the underground drain at all times, during construction and after.

Any damage caused to Melbourne Water's assets due to the development shall be paid for by the developer.

CONTACT OFFICER: Shannon McCaughey
TITLE: Principal Planner
TEL: 9205 5046

Attachments

- 1 LOCATION MAP - SUBJECT LAND 81-89 Queens Parade
- 2 PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans
- 3 Addition ESD Information and Amended Sketch Plans
- 4 Vic Roads Referral Comments
- 5 Melbourne Water Referral Comments
- 6 External Engineering Referral Comments (Cardno)
- 7 Internal Engineering Referral Comments
- 8 Strategic Transport Referral Comments
- 9 External Urban Design Referral Advice
- 10 Internal Urban Design Referral Advice
- 11 Heritage Referral Advice

Attachment 1 - LOCATION MAP - SUBJECT LAND 81-89 Queens Parade

SUBJECT LAND: 37-39 Shelley & 20 Garfield Street, Richmond:



↑ North

★ Subject Site

Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



81-89 QUEENS PARADE FITZROY NORTH, MELBOURNE

DECEMBER 2017
TOWN PLANNING DRAWINGS

DRAWING LIST

Drawing No.	Drawing title	Current Revision	Date
TP-01-00	COVER SHEET - DRAWING INDEX	1	01/12/17
TP-01-01	DEVELOPMENT SUMMARY	1	01/12/17
TP-10-00	LAND SURVEY PLAN (BY REECS CONSULTING)	1	01/12/17
TP-11-00	CONTEXT PLAN	1	01/12/17
TP-11-01	SITE PLAN	1	01/12/17
TP-16-01	DEMOLITION PLAN	1	01/12/17
TP-20-01	BASEMENT B2 PLAN	1	01/12/17
TP-20-02	BASEMENT B1 PLAN	1	01/12/17
TP-21-00	GROUND FLOOR PLAN	1	01/12/17
TP-21-01	LEVEL 1 PLAN	1	01/12/17
TP-21-02	LEVEL 2 PLAN	1	01/12/17
TP-21-03	LEVEL 3 PLAN	1	01/12/17
TP-21-04	LEVEL 4 PLAN	1	01/12/17
TP-21-05	LEVEL 5 PLAN	1	01/12/17
TP-21-06	LEVEL 6 PLAN	1	01/12/17
TP-21-07	LEVEL 7 PLAN	1	01/12/17
TP-21-10	ROOF PLAN	1	01/12/17
TP-30-00	NORTH ELEVATION	1	01/12/17
TP-30-01	EAST ELEVATION	1	01/12/17
TP-30-02	SOUTH ELEVATION	1	01/12/17
TP-30-03	WEST ELEVATION	1	01/12/17
TP-40-01	SECTION 1	1	01/12/17
TP-40-02	SECTION 2	1	01/12/17
TP-40-03	SECTION 3 & FACADE SECTIONS	1	01/12/17
TP-40-04	DETAIL SECTIONS	1	01/12/17
TP-40-07	MATERIAL BOARD	1	01/12/17
TP-80-01	SHADOW DIAGRAMS SEPT 22 6AM	1	01/12/17
TP-80-02	SHADOW DIAGRAMS SEPT 22 10AM	1	01/12/17
TP-80-03	SHADOW DIAGRAMS SEPT 22 1PM	1	01/12/17
TP-80-04	SHADOW DIAGRAMS SEPT 22 13PM	1	01/12/17
TP-80-05	SHADOW DIAGRAMS SEPT 22 3PM	1	01/12/17
TP-80-06	SHADOW DIAGRAMS SEPT 22 3PM	1	01/12/17
TP-81-01	DETAILED SHADOW DIAGRAMS SEPT 22 6AM	1	01/12/17
TP-81-02	DETAILED SHADOW DIAGRAMS SEPT 22 10AM	1	01/12/17
TP-81-03	DETAILED SHADOW DIAGRAMS SEPT 22 1PM	1	01/12/17
TP-81-04	DETAILED SHADOW DIAGRAMS SEPT 22 13PM	1	01/12/17
TP-81-05	DETAILED SHADOW DIAGRAMS SEPT 22 1PM	1	01/12/17
TP-81-06	DETAILED SHADOW DIAGRAMS SEPT 22 3PM	1	01/12/17
TP-81-07	DETAILED SHADOW DIAGRAMS SEPT 22 3PM	1	01/12/17
TP-81-08	SHADOW DIAGRAMS SUN LIGHT ACCESS SCHEDULE	1	01/12/17

Project
81-89 QUEENS PARADE

Drawing Title
COVER SHEET - DRAWING INDEX

Drawing Number
TP-01-00 1

Revision
01/12/17

Scale

Cox Architecture
Level 11, 110 Collins Street
Melbourne VIC 3000, Australia
T +61 3 9592 2000
F +61 3 9592 2001
www.coxarchitecture.com.au

COX

Yarra City Council – Internal Development Approvals Committee Agenda – Wednesday 12 September 2018



Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



1 SITE - EXISTING
SCALE 1:500



Project
81-89 QUEENS PARADE

Drawing Title
CONTEXT PLAN

Drawing Number
TP-11-00 1

Revision

Date
01/12/17

Scale
1:500 @ A1

Cox Architecture
Level 1, 81 Farnham Lane
Melbourne, VIC 3005, Australia
T +61 3 9585 1200
F +61 3 9585 1212
www.coxarchitecture.com.au

COX

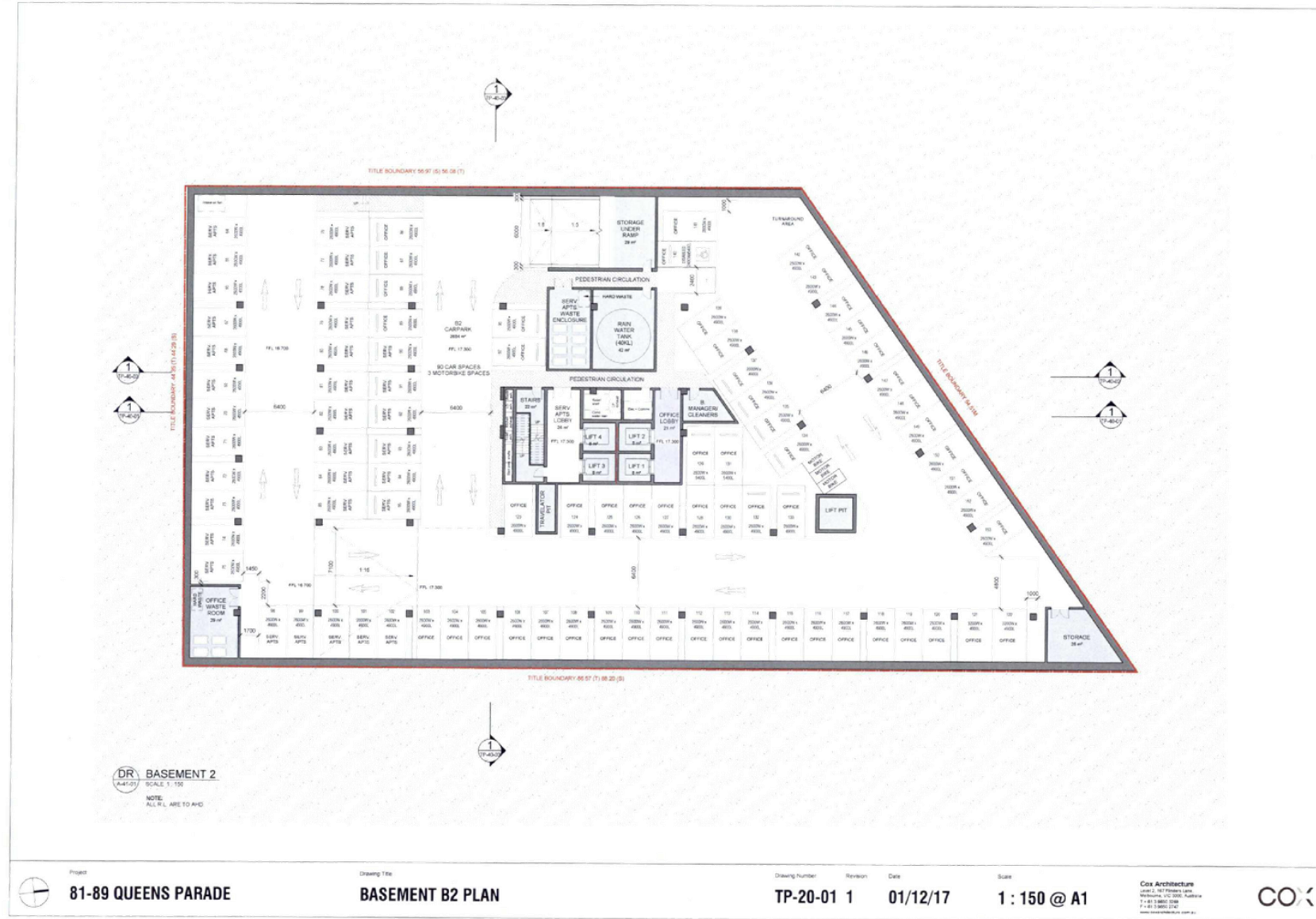
Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



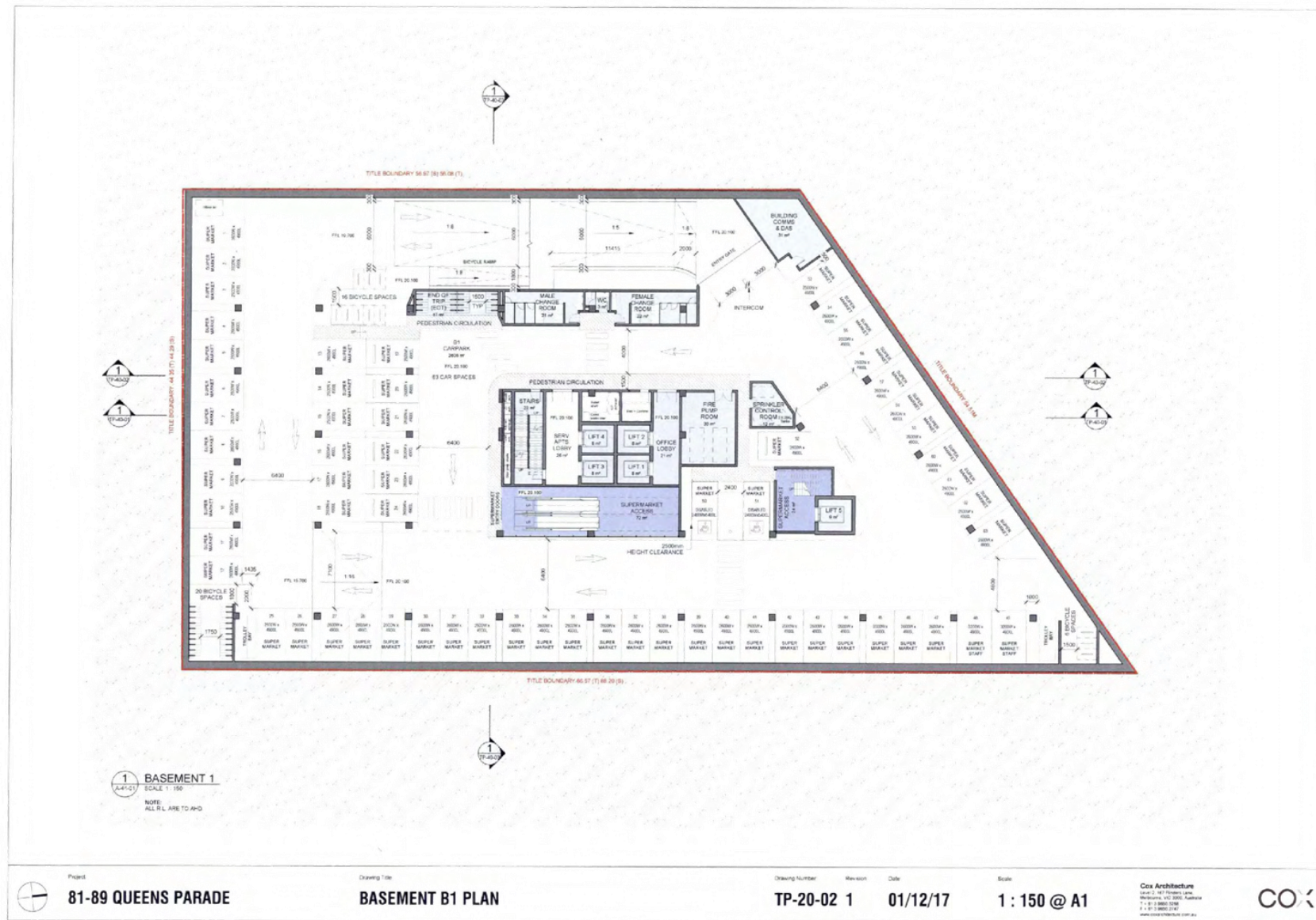
Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans

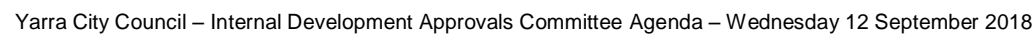


Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans





Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



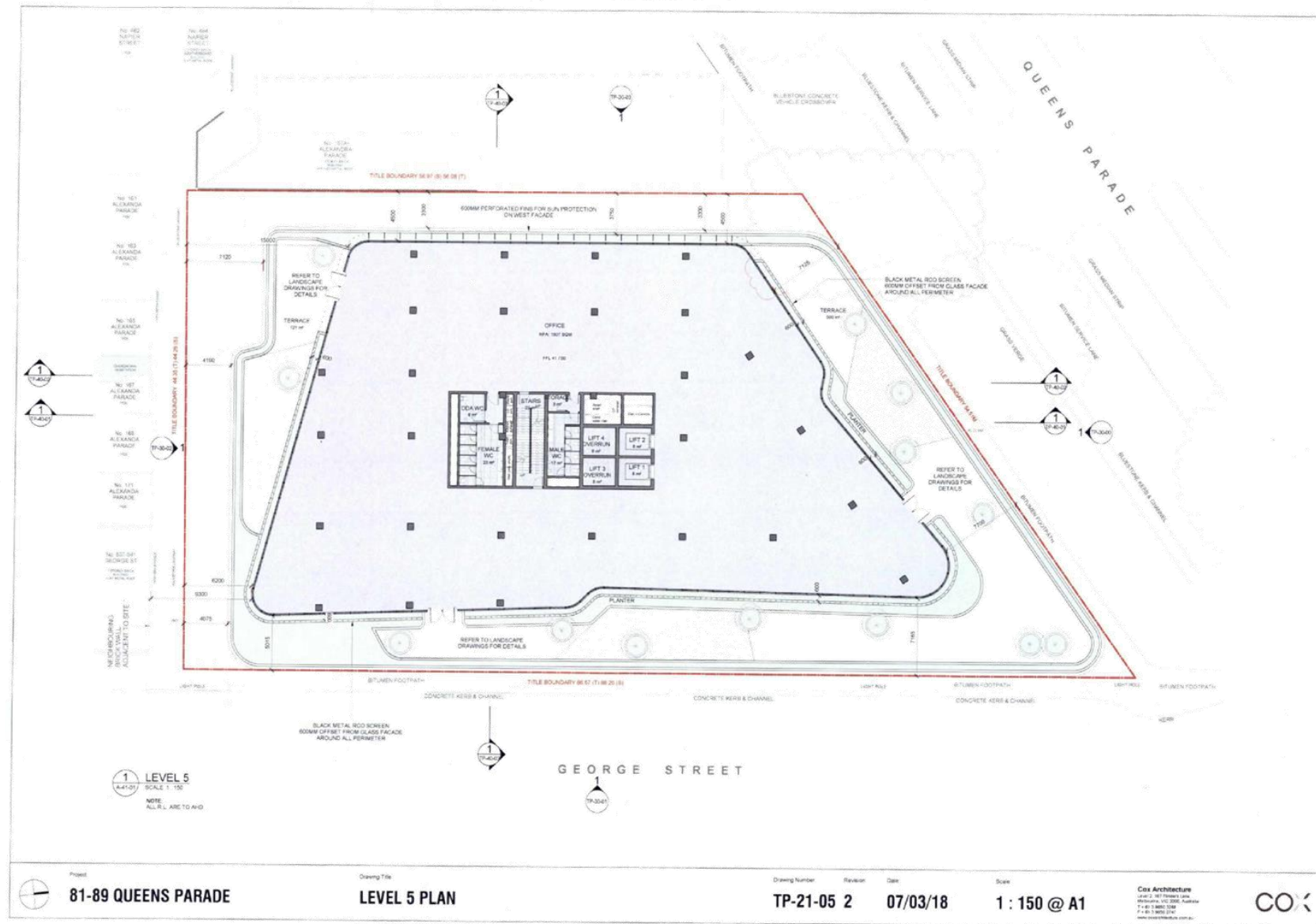
Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



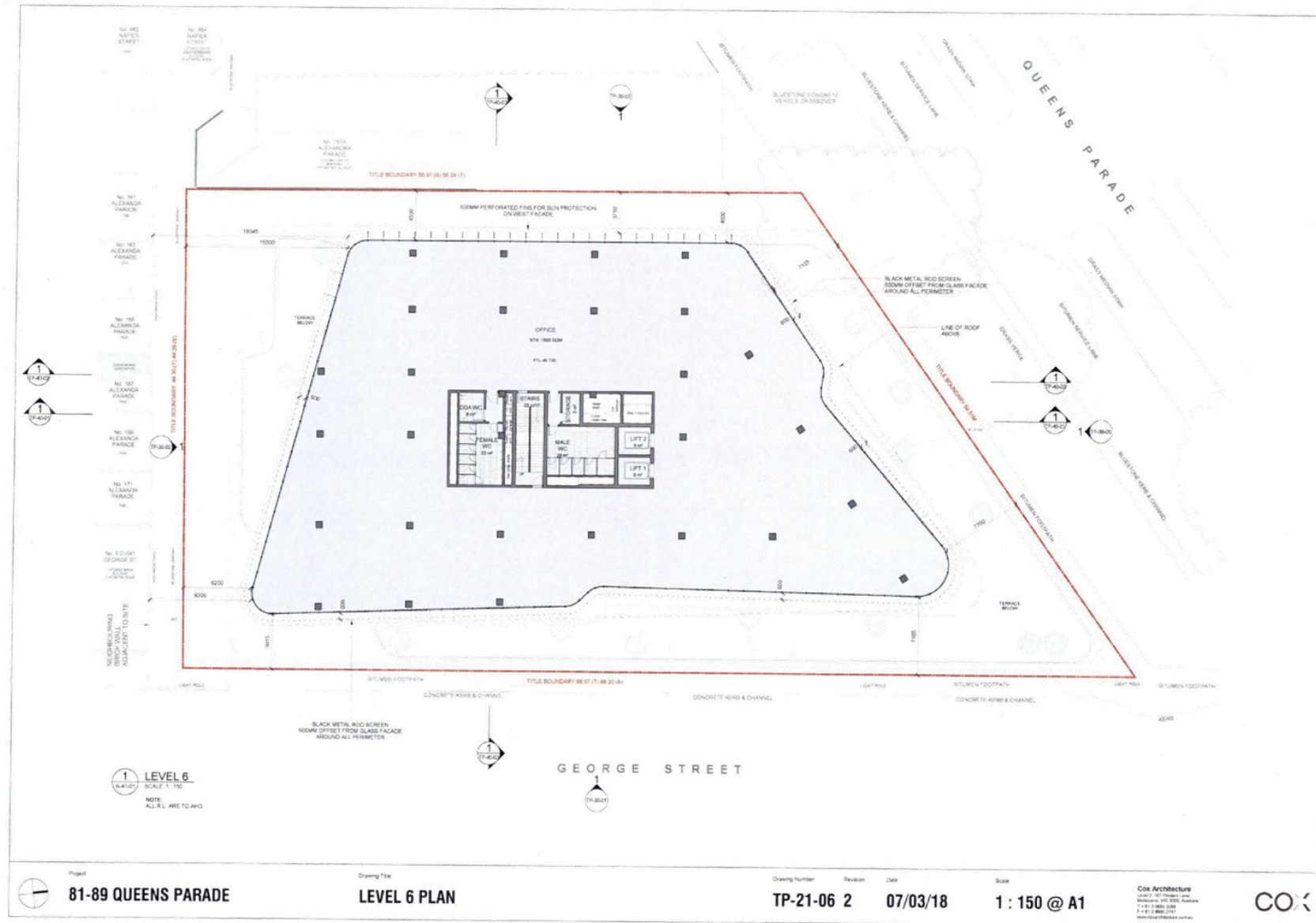
Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



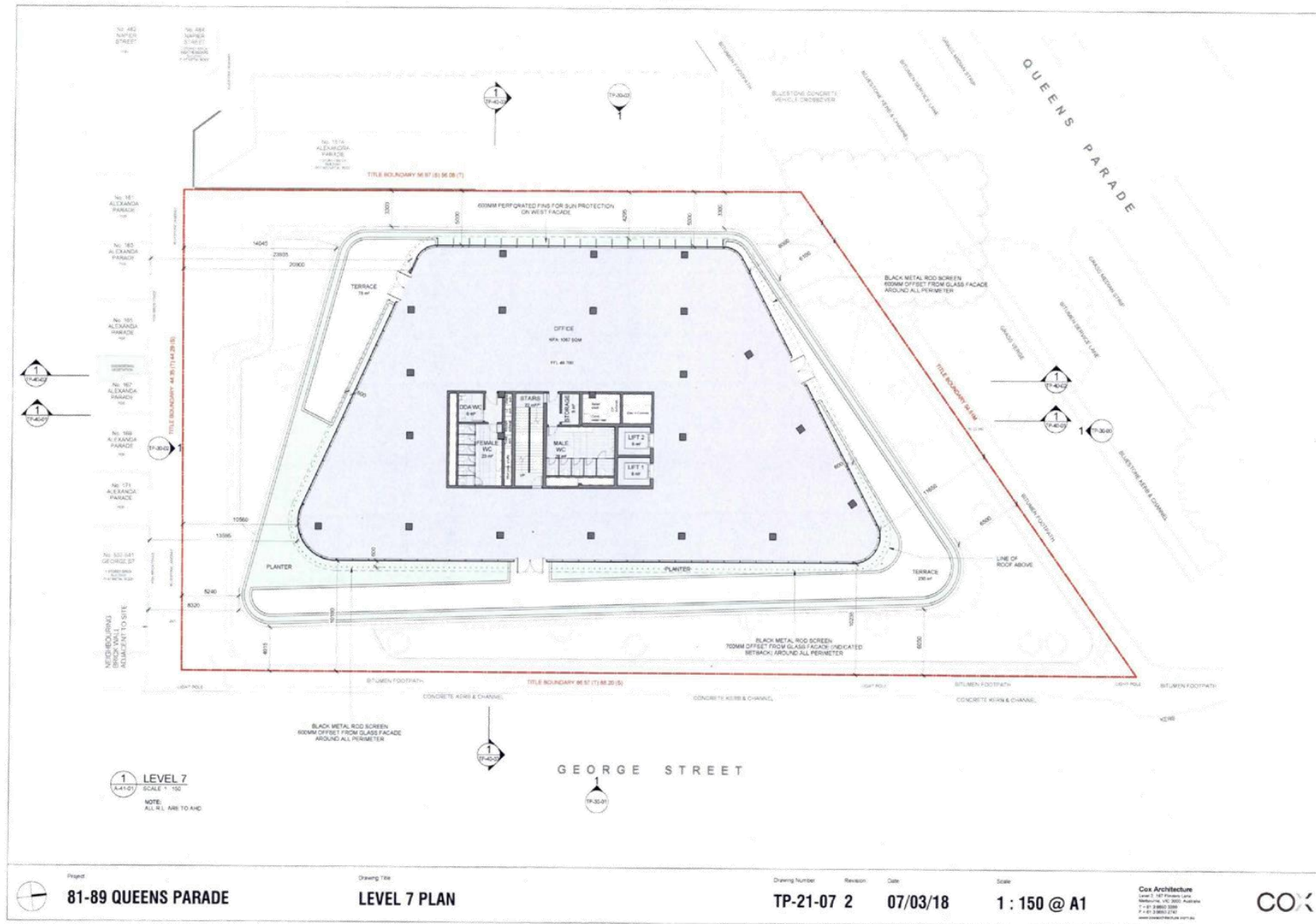
Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



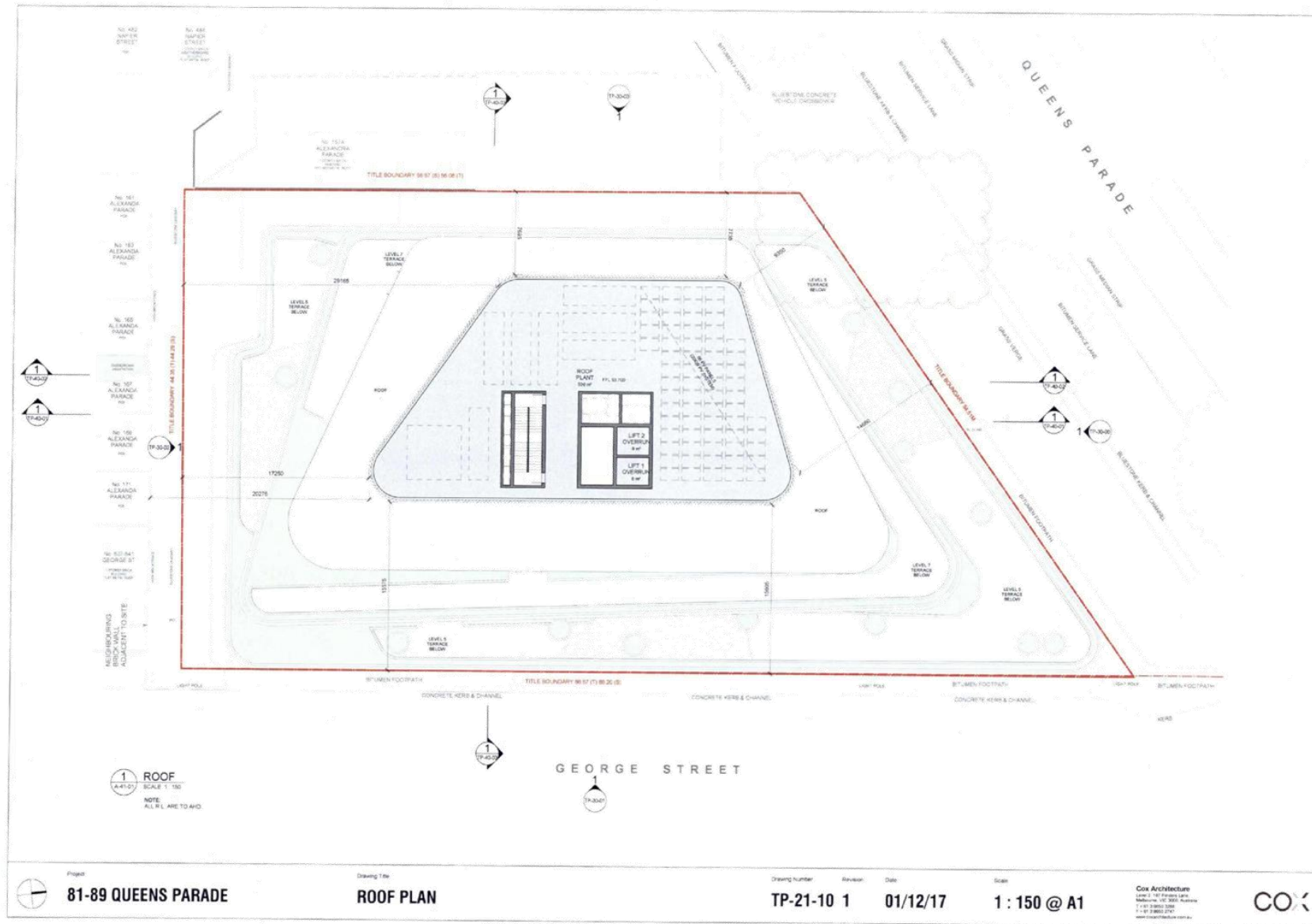
Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



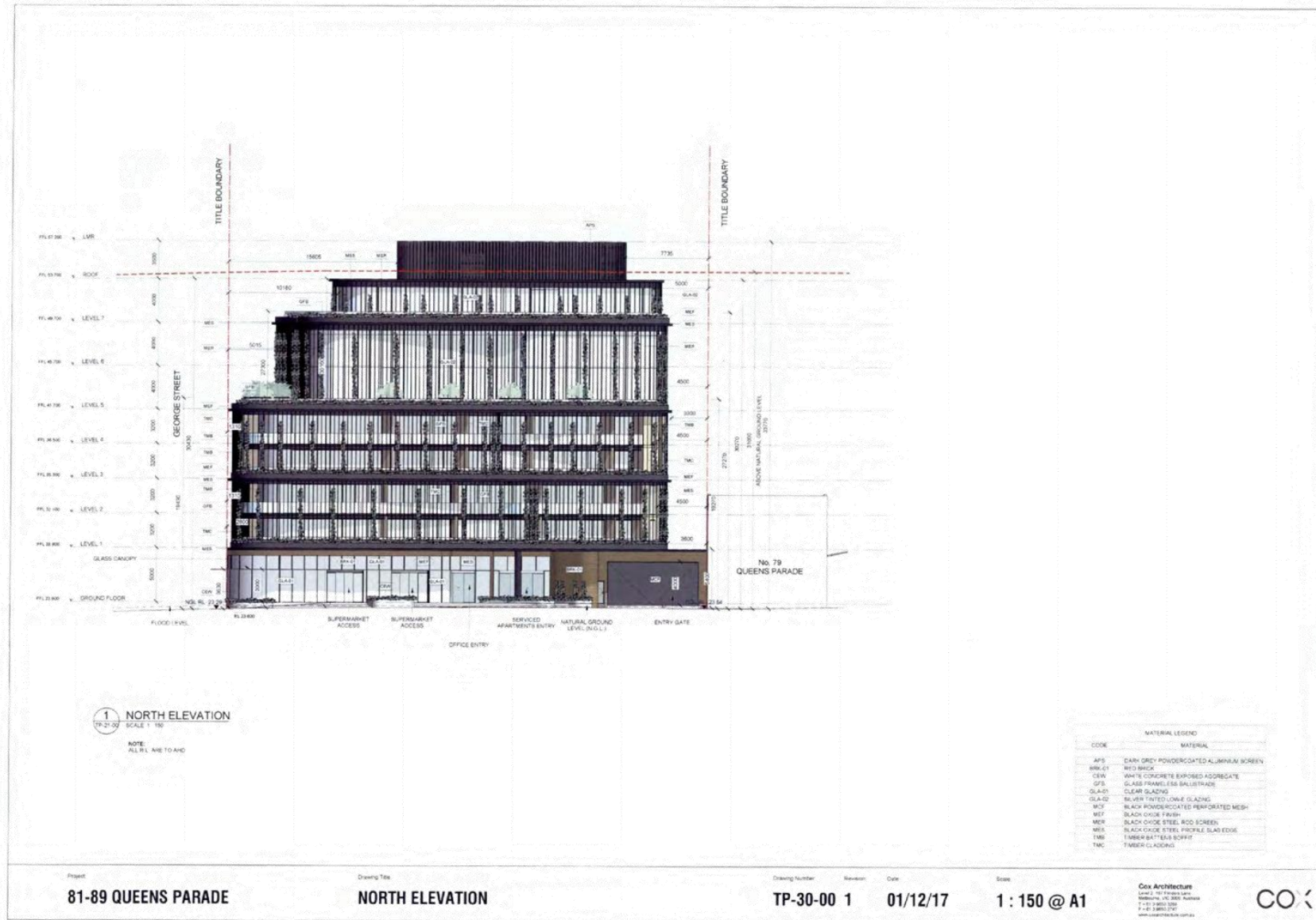
Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



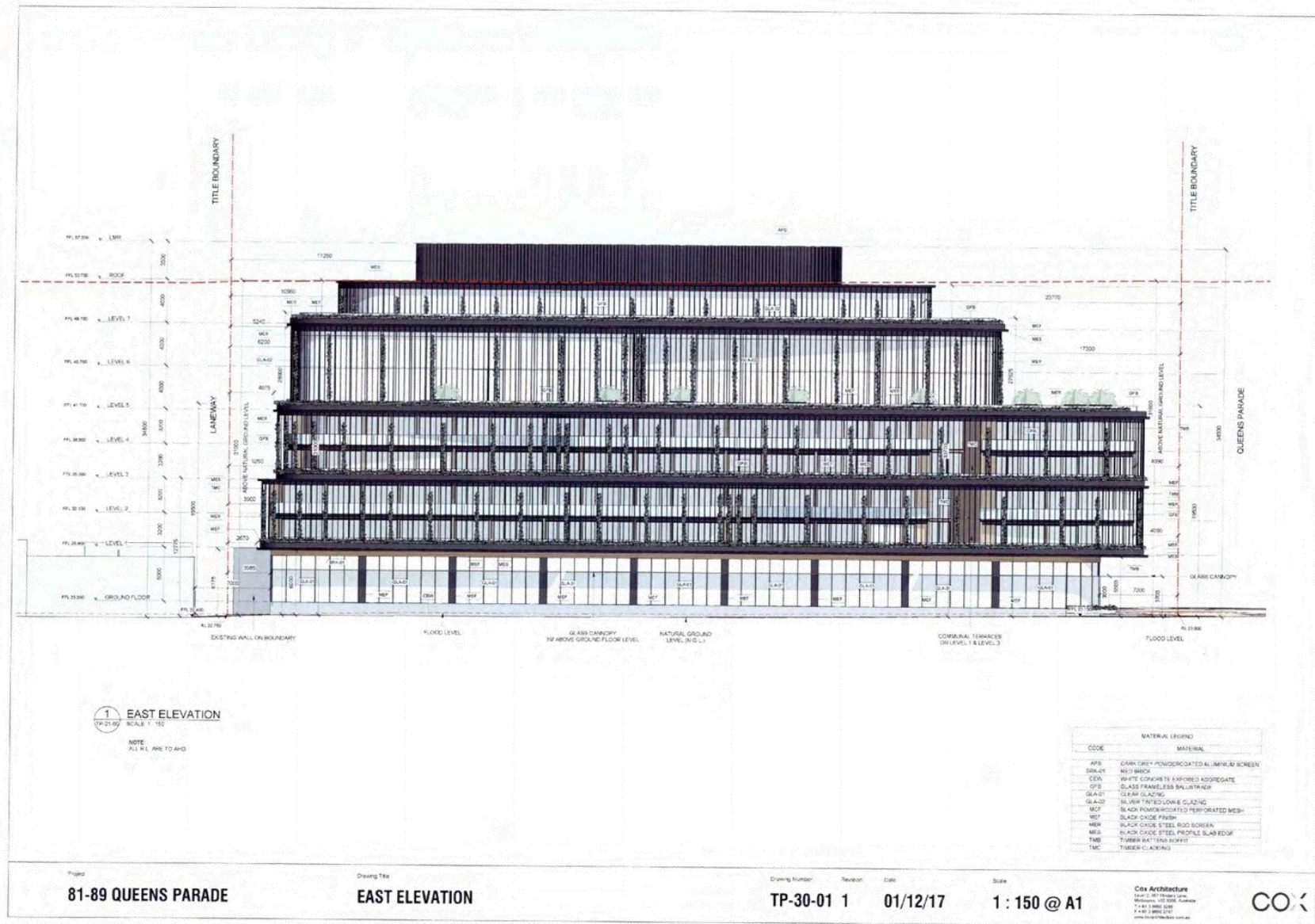
Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



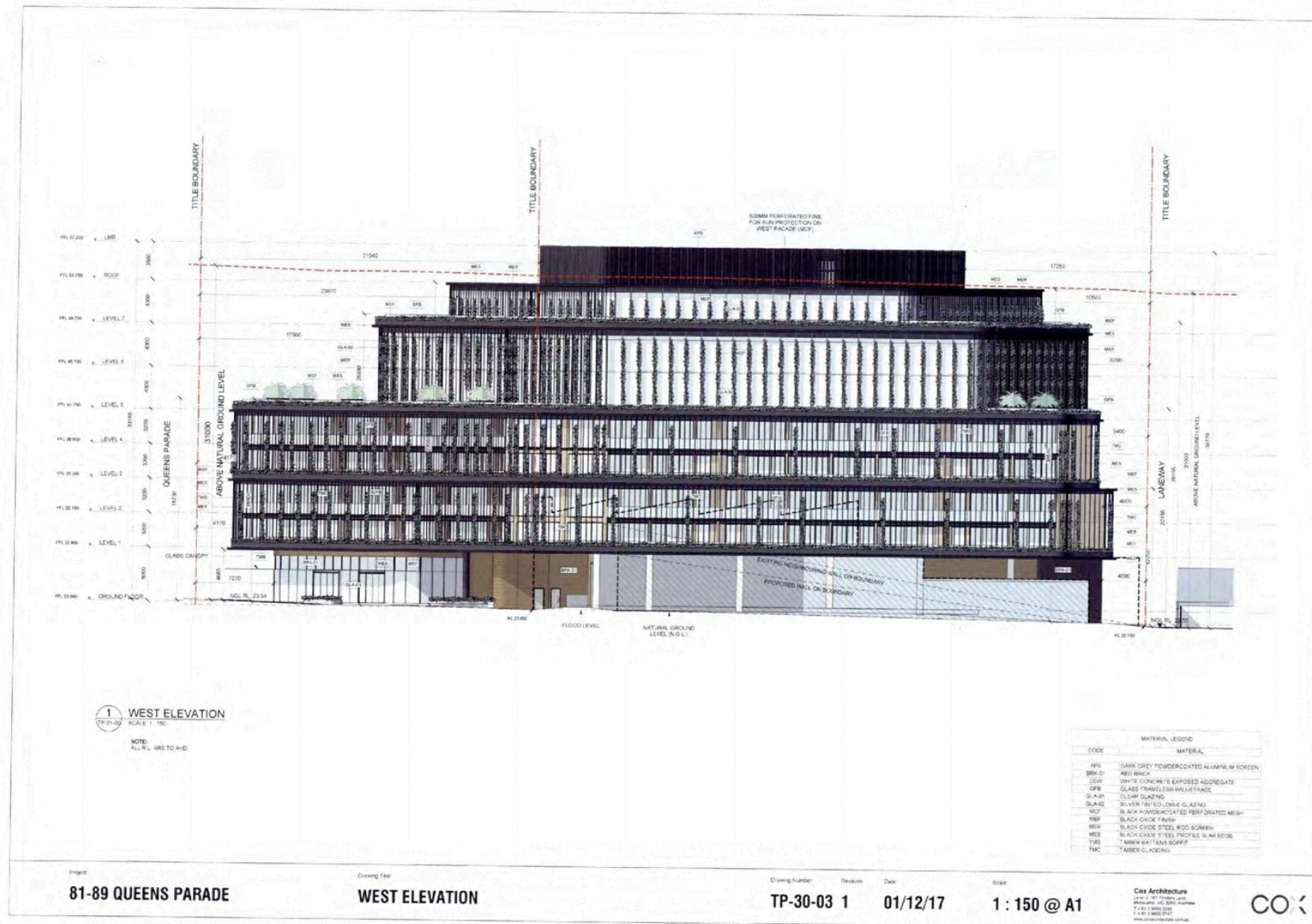
Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



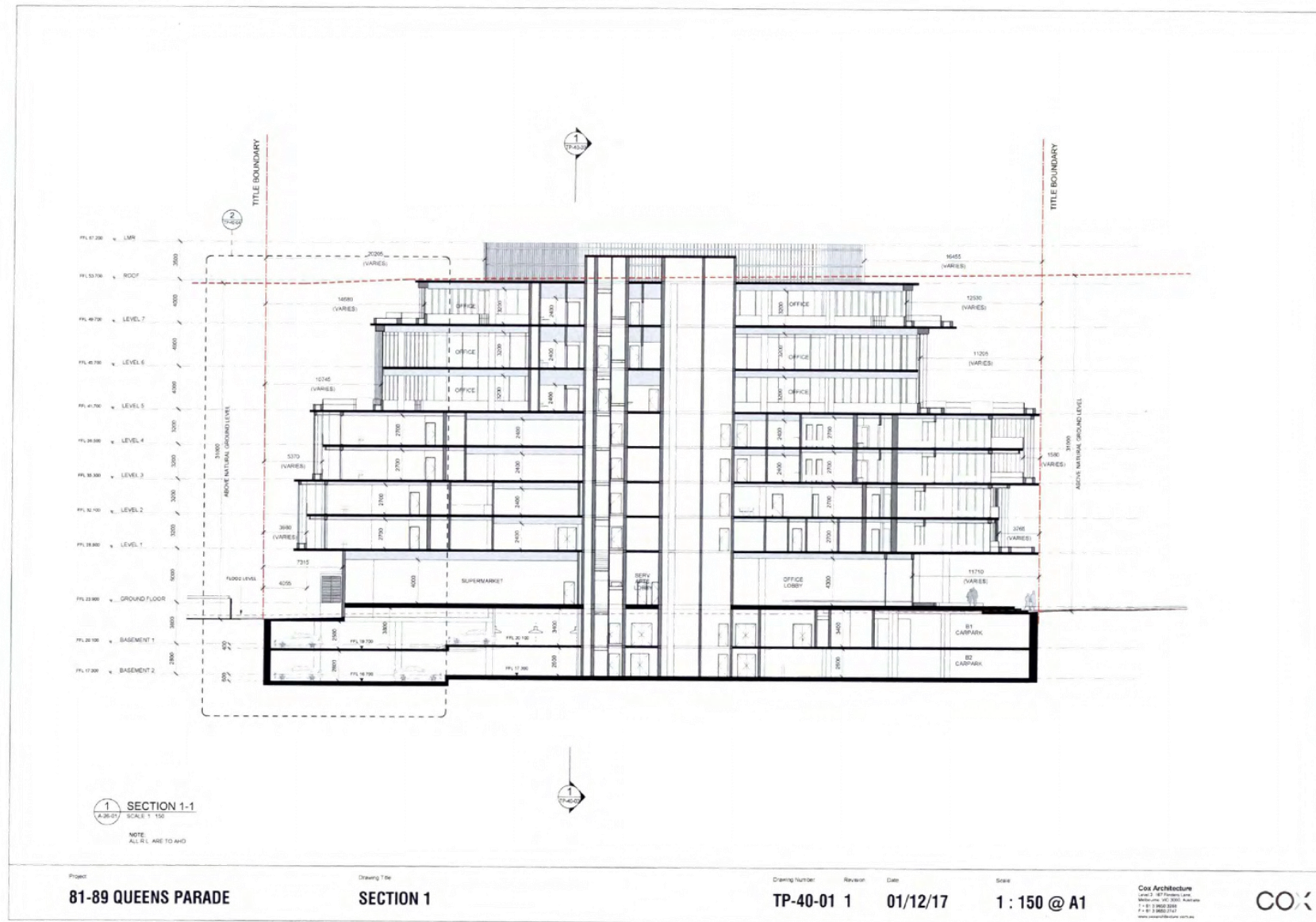
Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



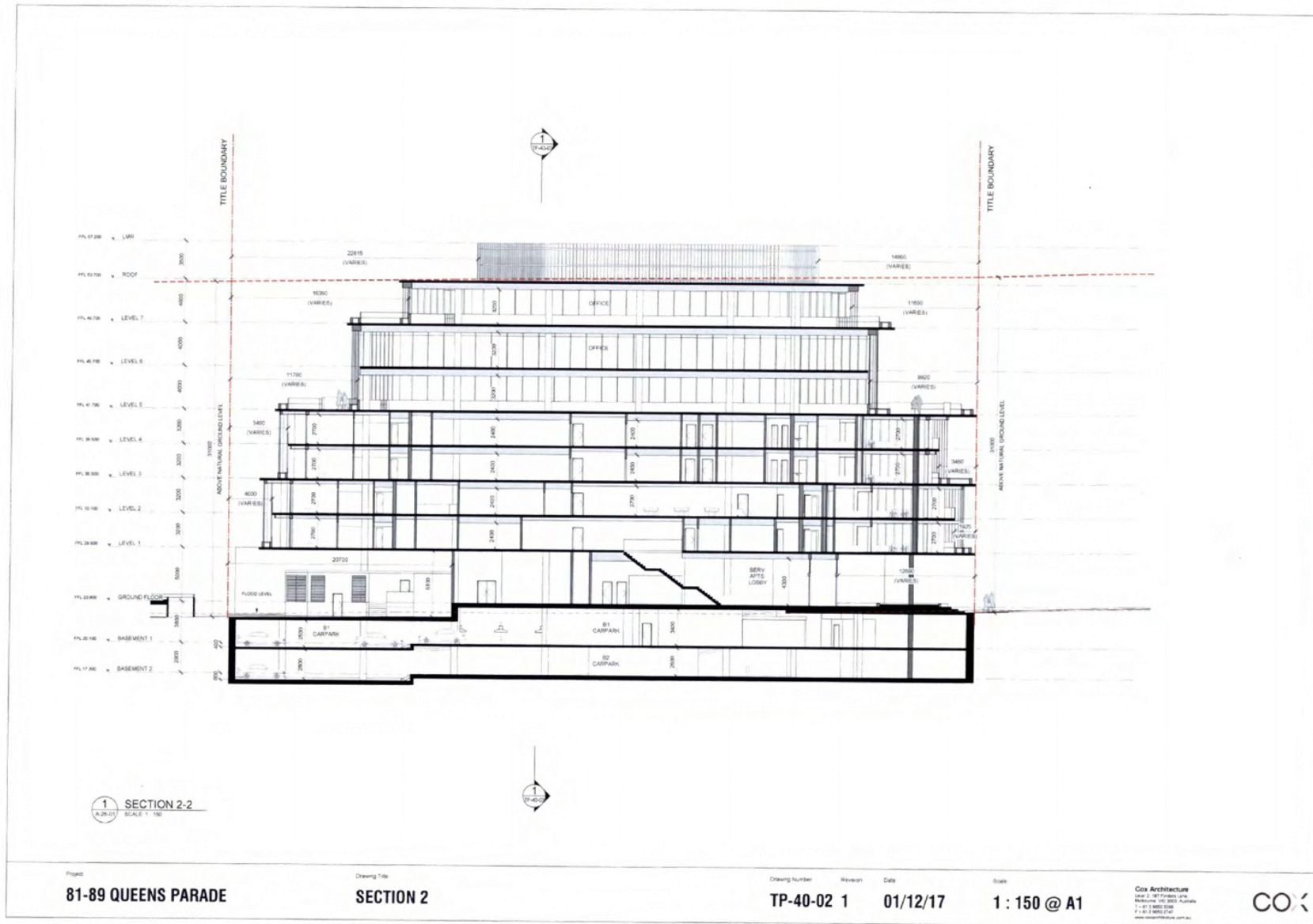
Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



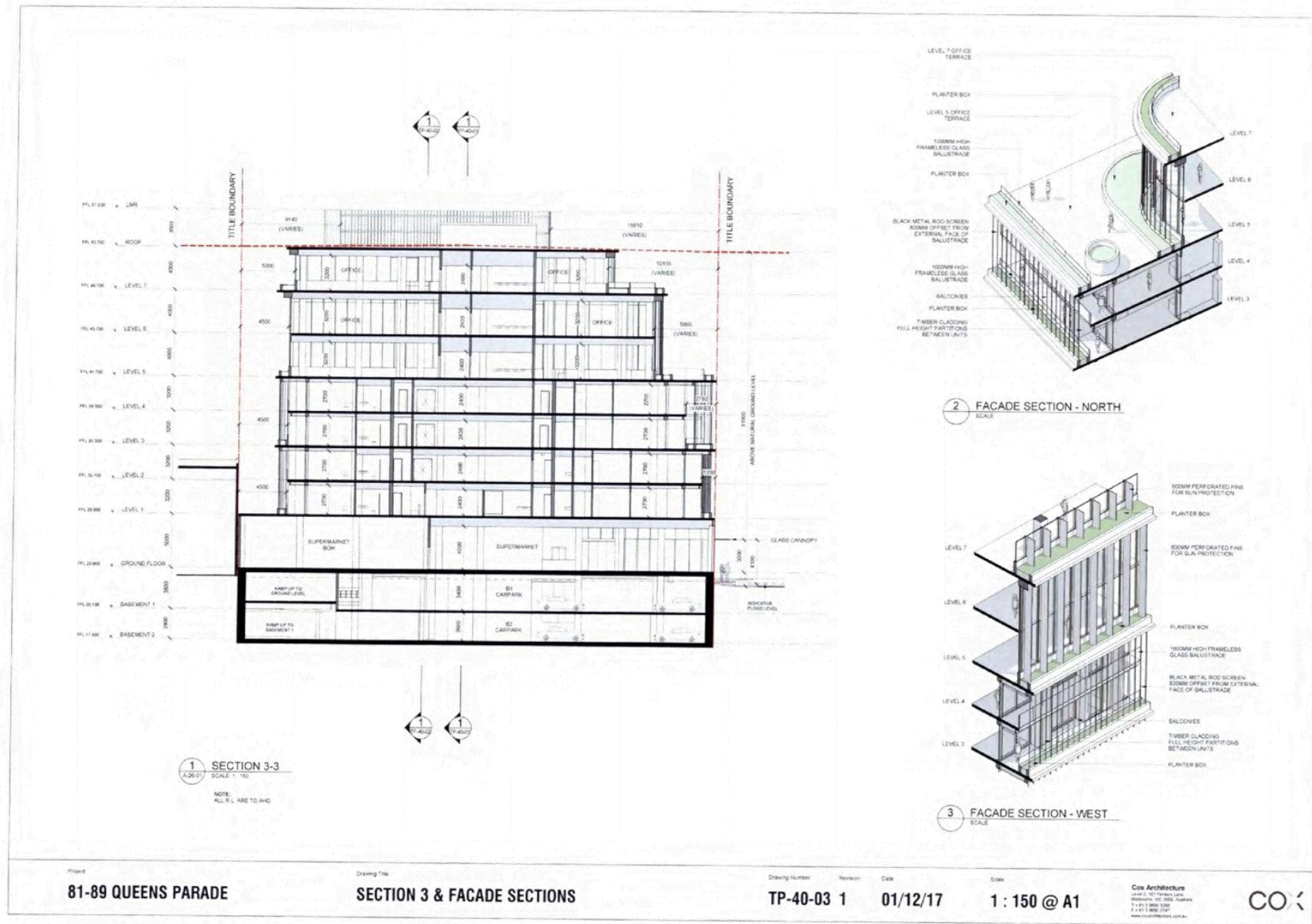
Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans





Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans

Project	81-89 QUEENS PARADE	Drawing Title	MATERIAL BOARD	Drawing Number	TP-50-01 1	Revision	01/12/17	Scale	@ A1	COA ARCHITECTS 11/11/2017	COA

Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans

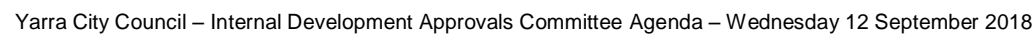


Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans

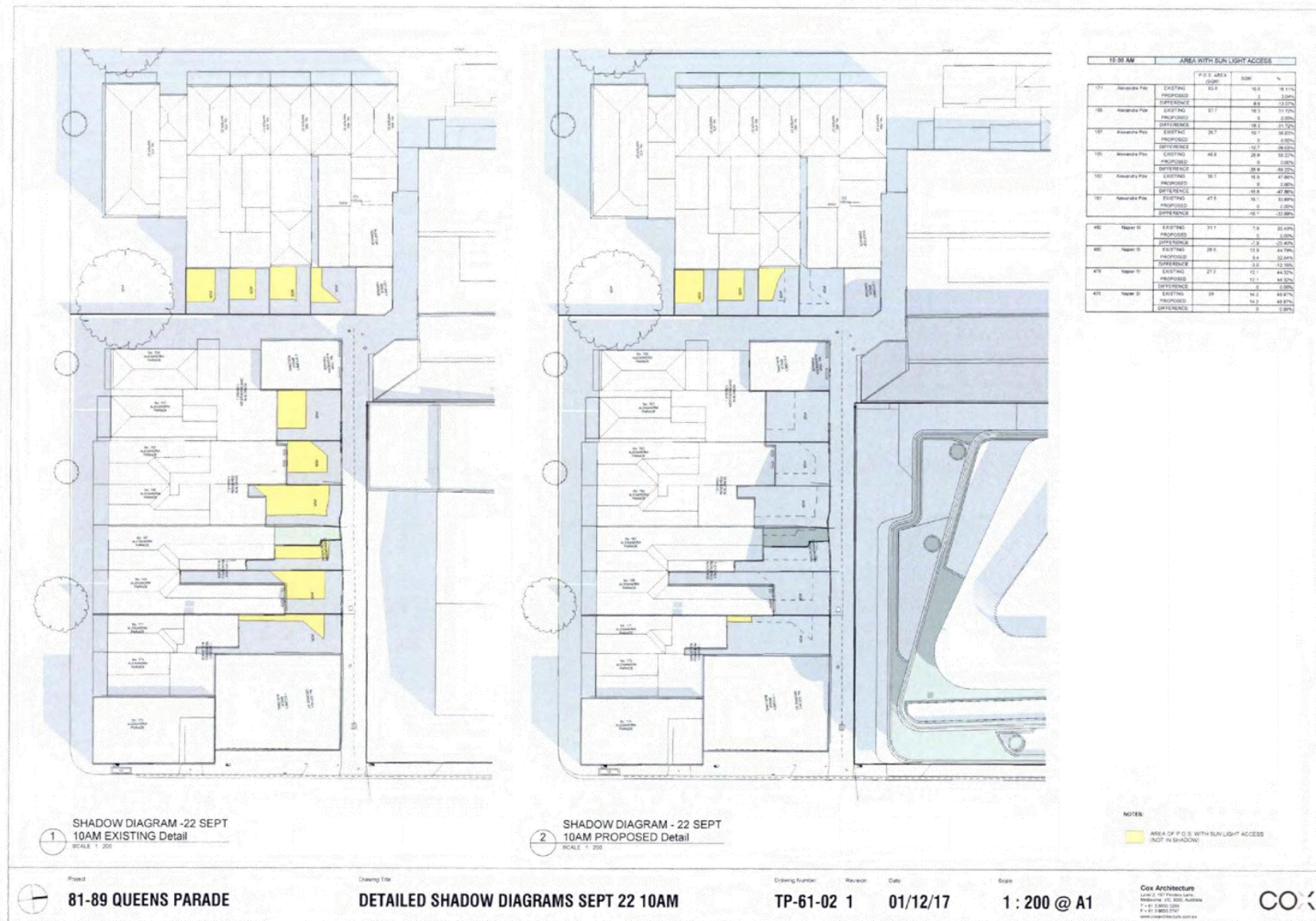


Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



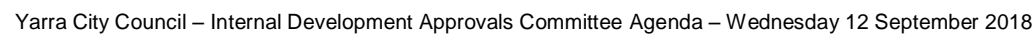


Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans





Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans



Attachment 2 - PLN17/1113 - 81 - 89 Queens Parade Fitzroy North - Plans

		AREA WITH SUN LIGHT ACCESS						COMMENT
AREA	SUN	EXISTING	%	PROPOSED	%	DIFFERENCE	%	
171 Alexandra Plac	9:00 AM	62.3	0.8	1.22%	0	0.00%	-0.8	-1.22%
	10:00 AM		10.8	16.11%	2	3.04%	-6.8	-13.07%
	11:00 AM		33.5	50.91%	0	0.00%	-33.5	-50.91%
	12:00 PM		51.9	78.89%	8.5	12.32%	-43.4	-83.90%
	1:00 PM		40.7	61.95%	18.5	28.12%	-22.2	-33.74%
	2:00 PM		27.9	42.40%	14.7	22.34%	-13.2	-20.96%
	3:00 PM		14.7	21.98%	12.7	19.39%	-1.9	-2.59%
180 Alexandra Plac	9:00 AM	67.7	10.12	17.34%	2.48	3.29%	-7.68	-12.24%
	10:00 AM		18.3	31.72%	0	0.00%	-18.3	-31.72%
	11:00 AM		26	45.00%	0	0.00%	-26	-45.00%
	12:00 PM		47.9	83.02%	18	31.29%	-29.9	-51.82%
	1:00 PM		31.6	55.11%	7.2	12.48%	-24.6	-42.67%
	2:00 PM		22.8	39.99%	15	26.06%	-7.8	-13.00%
	3:00 PM		16.8	29.12%	10.8	19.12%	-6	-10.00%
187 Alexandra Plac	9:00 AM	29.7	3.3	11.11%	0	0.00%	-3.3	-11.11%
	10:00 AM		10.7	36.03%	0	0.00%	-10.7	-36.03%
	11:00 AM		18.1	60.94%	0	0.00%	-18.1	-60.94%
	12:00 PM		24.5	82.49%	4.4	14.81%	-20.1	-67.69%
	1:00 PM		18.3	61.62%	10	33.87%	-8.3	-27.89%
	2:00 PM		13.3	44.79%	8.6	28.96%	-4.7	-15.82%
	3:00 PM		5.3	17.51%	6.9	23.22%	-1.7	-5.72%
188 Alexandra Plac	9:00 AM	48.0	20	40.98%	0	0.00%	-20	-40.98%
	10:00 AM		28.1	56.22%	0	0.00%	-28.1	-56.22%
	11:00 AM		35.7	72.16%	2	4.10%	-33.7	-69.96%
	12:00 PM		36.7	81.35%	18.1	37.29%	-18.6	-44.36%
	1:00 PM		27.4	56.11%	21.5	44.00%	-5.9	-12.89%
	2:00 PM		21.1	44.96%	28.7	56.71%	-5.2	-10.64%
	3:00 PM		15.4	31.66%	18.4	37.20%	-3	-6.15%
189 Alexandra Plac	9:00 AM	35.1	12.3	35.04%	0	0.00%	-12.3	-35.04%
	10:00 AM		16.8	47.88%	0	0.00%	-16.8	-47.88%
	11:00 AM		14.8	42.17%	0	0.00%	-14.8	-42.17%
	12:00 PM		16.1	45.87%	9	25.64%	-7.1	-20.23%
	1:00 PM		15.5	44.18%	23	65.03%	-7.5	-21.37%
	2:00 PM		14.4	41.03%	19.9	56.41%	-4.4	-12.38%
	3:00 PM		14.6	41.92%	15	42.16%	-0.4	-1.14%
191 Alexandra Plac	9:00 AM	47.0	12.7	26.74%	0	0.00%	-12.7	-26.74%
	10:00 AM		16.1	33.90%	0	0.00%	-16.1	-33.90%
	11:00 AM		21.5	45.26%	6.7	14.11%	-14.8	-31.15%
	12:00 PM		29.2	61.47%	36.3	77.21%	-7.1	-15.14%
	1:00 PM		23.2	48.84%	26.3	55.37%	-3.1	-6.53%
	2:00 PM		13.2	27.79%	13.2	27.79%	0	0.00%
	3:00 PM		3.2	6.74%	3.2	6.74%	0	0.00%
482 Napier St	9:00 AM	31.1	7.5	24.12%	0	0.00%	-7.5	-24.12%
	10:00 AM		7.9	25.40%	0	0.00%	-7.9	-25.40%
	11:00 AM		8.6	27.05%	8.6	27.05%	0	0.00%
	12:00 PM		9.9	31.82%	9.9	31.83%	0	0.00%
	1:00 PM		6.2	19.94%	6.2	19.94%	0	0.00%
	2:00 PM		1.2	3.86%	1.2	3.86%	0	0.00%
	3:00 PM		0	0.00%	0	0.00%	0	0.00%
483 Napier St	9:00 AM	28.0	0.3	0.69%	0	0.00%	-0.3	-0.69%
	10:00 AM		12.8	44.79%	9.4	32.84%	-3.5	-12.15%
	11:00 AM		17	59.02%	17	59.02%	0	0.00%
	12:00 PM		16	55.56%	16	55.56%	0	0.00%
	1:00 PM		11.4	39.58%	11.4	39.56%	0	0.00%
	2:00 PM		2.5	8.68%	2.5	8.68%	0	0.00%
	3:00 PM		0	0.00%	0	0.00%	0	0.00%
478 Napier St	9:00 AM	27.3	0	0.00%	0	0.00%	0	0.00%
	10:00 AM		12.1	44.32%	12.1	44.32%	0	0.00%
	11:00 AM		16.3	59.71%	16.3	59.71%	0	0.00%
	12:00 PM		19.7	68.50%	19.7	68.50%	0	0.00%
	1:00 PM		11.4	41.76%	11.4	41.76%	0	0.00%
	2:00 PM		2.3	8.42%	2.3	8.42%	0	0.00%
	3:00 PM		0	0.00%	0	0.00%	0	0.00%
475 Napier St	9:00 AM	29	8.3	28.62%	8.3	28.62%	0	0.00%
	10:00 AM		14.2	48.97%	14.2	48.97%	0	0.00%
	11:00 AM		17.8	61.38%	17.8	61.38%	0	0.00%
	12:00 PM		20	68.97%	20	68.97%	0	0.00%
	1:00 PM		11.5	38.69%	11.5	38.69%	0	0.00%
	2:00 PM		1.6	5.52%	1.6	5.52%	0	0.00%
	3:00 PM		0	0.00%	0	0.00%	0	0.00%

Project:
81-89 QUEENS PARADE

Drawing Title:
SHADOW DIAGRAMS SUN LIGHT ACCESS SCHEDULE

Drawing Number: Revision: Date:
TP-61-08 1 01/12/17

Scale:

Cox Architecture
Level 2, 101 Fitzroy Lane
Melbourne, VIC 3005, Australia
T +61 3 9462 2288
F +61 3 9462 2747
www.coxarchitect.com.au

COX

Attachment 3 - Addition ESD Information and Amended Sketch Plans

ADP Consulting Advice Notice – ESD-03

Consultant Advice Notice

From:	ADP Consulting	Date:	26/07/2017	CAN No.:	ESD-03	Pages:	7
Project:	81-89 Queen Parade			Project No.:	MEL0756		

To:	Attention Sarah Thomas	Company Yarra Council	Email Sarah.Thomas@yarracity.vic.gov.au
Cc:	James Roberts Rob Kelderman	Gumer Contour	James@Gurner.com.au rkelderman@contour.net.au

81-89 Queens Parade – Building Amenity

1. Introduction

This CAN provides an overview of the amenity for the hotel component of the proposed development at 81-89 Queens Parade, Fitzroy North.

The project is located within the municipal boundaries of the City of Yarra. The project is a mixed used development including hotel rooms, retail and commercial office space.

The hotel rooms are located from level 1 to level 4, comprising mainly of studio and 1-bedroom units.

2. Regulatory / Code Compliance

The design of the hotel rooms is compliant with the following regulatory / code requirements:

- AS1668.2 for natural ventilation
- Mandatory requirements for daylight set by the Building Council of Australia (BCA) as specified in Section F4.2 "Methods and Extent of Natural Lighting".

3. BESS / BADS

3.1 Applicability

In general, Built Environment Sustainability Scorecard (BESS) and Better Apartments Design Standards (BADS) are applicable to residential apartments, or NCC Class 2 buildings.

Hotels are classified as NCC Class 3 buildings with occupancy of transient nature. Strictly speaking, BESS and BADS are not applicable to services apartments / hotels. Despite this, the project has demonstrated BADS compliance, as detailed in next section.

Attachment 3 - Addition ESD Information and Amended Sketch Plans

ADP Consulting Advice Notice – ESD-03

3.2 BADS Compliance

The applicant received an ESD Assessment from Yarra council dated 19th April and have subsequently carefully reviewed the design of the hotel rooms and proposed amendments to the layout to reduce the number of bedrooms with borrowed light and general access to daylight.

The revised design meets the following BADS clauses:

- Under “Functional Layout”, minimum dwelling living area (excluding kitchen) of at least 10m² for studio and 1-bedroom dwellings. Refer to Figure 1 for details.
- Under “Room Depth”, a single aspect open plan habitable room depth not exceeding 9m. Refer to Figure 2 for details.



Figure 1: BADS Compliance – Room/Space Area

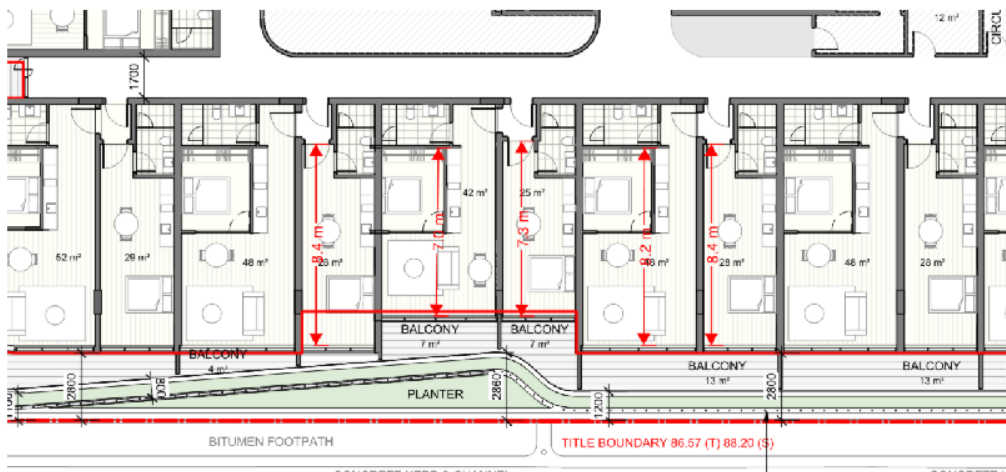


Figure 2: BADS Compliance – Room/Space Depth

Attachment 3 - Addition ESD Information and Amended Sketch Plans

ADP Consulting Advice Notice – ESD-03

4. Improvements over Previous Scheme

Compared to the previous scheme, the current scheme delivers **improvement in daylight amenity for 23 bedrooms** across 4 different levels.

Compared to the previous scheme, the current scheme improves natural ventilation by replacing 1-bedroom units with studio units. The studio units have sliding doors that open onto balconies. This **improvement in natural ventilation applies to 16 bedrooms** across 4 different levels.

The proposed improvement is illustrated from Figure 3 to Figure 5.



Figure 3: Level 1 – Improved Bedrooms (blue ticks)



Figure 4: Level 2 – Improved Bedrooms (blue ticks)

Attachment 3 - Addition ESD Information and Amended Sketch Plans

ADP Consulting Advice Notice – ESD-03



Figure 5: Level 3 & 4 – Improved Bedrooms (blue ticks)

5. Ventilation System

All hotel rooms will have:

- Dedicated fresh air feed (into bedroom when located inboard).
- Dedicated exhaust located in the bathroom/toilet.

The control of the system is based on a combination of motion sensor technology and hotel room door operation. The exhaust system will run continuously at constant speed as long as the room is deemed to be occupied. The constant supply of fresh air and removal via exhaust provides consistent air change during occupied hours.

The system provides the following benefits:

- Removal of moisture and odour from the hotel rooms
- Constant air movement enhances indoor comfort
- Improved occupant well-being

This type of system has been used in various global hotel chains to positive feedback from hotel occupants.

6. Energy Efficiency

In addition to the improvements in daylight and ventilation amenity offered by the new scheme, the project will also demonstrate overall 20% improvement over minimum NCC energy efficiency requirements via a JV3 report.

All hotel rooms will have operable internal blinds, which provide glare control and reduce radiant gain into the indoor spaces. These operable blinds will help to improve indoor environment quality of the hotel rooms.

Attachment 3 - Addition ESD Information and Amended Sketch Plans

ADP Consulting Advice Notice – ESD-03

7. Green Facade

The project will have a green façade consisting of deciduous vines. Such a façade offers a range of benefits:

- The vines provide acoustic insulation and can sorb some of the street / traffic noise.
- The vines have an insulating effect, whereby evaporation from the vegetation cools the facade in a natural manner.
- The vines serve as natural sun-screen, reducing solar gain into the building. Cooling requirements of the building will decrease as a result of this.
- The vines temper the speed of the wind along the facade. This, combined with the shadow of the vegetation, reduces temperature fluctuations on the facade.
- The vines offer some protection to the facade against the influence of the sun and the rain.
- Aesthetically, the vines and changing seasons replace the monotony of a normal facade with seasonal variations of colours and appearance.
- The vines can bind / trap fine dust particles, leading to cleaner air.
- The vines' photosynthesis reduces CO2 emissions.

8. Renewable Energy

The project will provide 20kW PV system on the roof, ensuring uninterrupted solar access. The electricity generated will offset the building's power usage, and the system will be managed by the embedded network provider.

Table 1: Carbon Abatement Options

System Type	Energy	Carbon Factor	Carbon Emissions
Photovoltaic system 20 kWp	22,200 kWh/annum	1.32 kgCO ₂ -e/kWh	29,304 kgCO ₂ -e/annum

A 20 kWp PV installation is approximately 67 x 300W panels, each panel measuring roughly 1.1m x 1.7m. Final PV capacity will be confirmed after design has progressed further and spatial coordination between services has been completed.

The total lighting and equipment power for the hotel rooms is estimated to be around 33.4kW.

This implies that the PV system can supply up to 60% of the hotel rooms' light and power requirements, under ideal operating conditions.

9. NatHERS

The City of Yarra council have requested that the Class 3 hotel rooms be preliminarily assessed with the FirstRate 5 software.

9.1 NCC Minimum Requirements

NCC/BCA 2016 Section J0.2a states that the sole-occupancy units of a Class 2 building or a Class 4 part of a building must:

- (a) *for reducing the heating or cooling loads -*
 - (i) *collectively achieve an average energy rating of not less than 6 stars; and*
 - (ii) *individually achieve an energy rating of not less than 5 stars, using house energy rating software*

Attachment 3 - Addition ESD Information and Amended Sketch Plans

ADP Consulting Advice Notice – ESD-03

9.2 Star Rating Requirements

The City of Yarra Requires a 10% improvement over minimum NCC requirements for NatHERS ratings. As such, the target for Class 2 residential projects within Yarra Council is:

- Each Sole Occupancy Unit has an energy rating of not less than 5.5 Stars
- The average energy rating of all Sole Occupancy Units is not less than 6.5 Stars

9.3 Cooling Load Requirements

Section 55.07-1 of the Yarra Planning Scheme states that Class 2 residential dwellings located within "Climate Zone 21 Melbourne" shall not exceed NatHERS annual cooling of 30MJ/m².

9.4 Project Targets

Strictly speaking, NatHERS cooling load and star rating targets are not applicable to Class 3 hotel buildings. Based on NCC, Class building energy efficiency is demonstrated via JV3 modelling.

Despite the issue of applicability, as per agreement with Yarra Council, the project has volunteered to demonstrate the following for the hotel rooms:

- Average NatHERS annual cooling of no more than 30MJ/m²
- 6.5-star average house energy rating (NatHERS)

9.5 Preliminary Results

Preliminary assessments have been undertaken to provide an indication of the building fabric performance parameters that will likely be required to meet the above requirements outline in Section 9.4

The FirstRate5 software is used and the calculations is based on COX Architecture drawings, dated the 1st of December 2017. Hotel rooms facing North and East were selected for the assessment.

The glazing parameters used, the star rating, and the cooling load results are summarized in Table 2.

Table 2: NatHERS Results

Glazing Type	Total U-Value (inc. Frame) = 4.8 SHGC=0.34	
Dwelling	Star Rating	Cooling Load
North Facing Large	7.9	29.6
North Facing Small	7.8	34.3
East Facing Large	7.6	27.5
East Facing Small	7.7	28.3
Average Star Rating	7.75	-
Average Cooling Load	-	29.92
Improvement over NCC Minimum	≥ 20%	-

The results show that:

- The average NatHERS annual cooling is below the required 30MJ/m²
- The average house energy rating (NatHERS) is well above the required 6.5 star average

Ultimately the glazing used for the development will be determined through the use of JV3 modelling, which will demonstrate a 20% improvement on the minimum NCC requirements. The purpose of modelling the Class 3 hotel rooms using the FirstRate 5 software is for information only.

Attachment 3 - Addition ESD Information and Amended Sketch Plans

ADP Consulting Advice Notice – ESD-03

9.6 Assumptions of Current Design

Assumptions used in the preliminary rating are listed in Table 3.

Table 3: Construction Assumptions

Building Fabric Element	Assumptions
Floor Construction (Between dwellings)	Suspended concrete slab
Floor coverings	Tiles (bathrooms) Carpet (bedrooms) Floating Timber (living, kitchen)
Roof construction (Exposed ceilings)	Suspended concrete slab R1.0 added bulk insulation
Roof construction (Between Dwellings)	Plaster Board Ceiling
Wall construction (External)	Concrete/Lightweight R2.5 added bulk insulation
Wall construction (Between dwellings/risers/corridors/stairs/lifts)	R1.5 added bulk insulation
Wall construction (Internal within dwellings)	Lightweight Uninsulated
Glazing	Total U-Value (inc. Frame) = 4.8 SHGC=0.34 SHGC values must be +/- 10% of specified value All windows sealed and weather-stripped
Entry doors	Sealed and weather-stripped
Exhaust fans	Kitchen and Bathrooms – 1 each Sealed and weather stripped
Recessed downlights	Uncovered and sealed

Attachment 4 - Vic Roads Referral Comments



Yarra City Council
PO Box 168
RICHMOND VIC 3121
Attention: Sarah Thomas

7 May 2018

Dear Sarah

PLANNING APPLICATION No.: PLN17/1113
VICROADS REFERENCE NO: 25008/18
PROPERTY ADDRESS: 81 QUEENS PARADE, FITZROY NORTH

Section 55 – No objection subject to conditions

Thank you for your letter dated 9/04/18 referring details of the above application to the Roads Corporation (VicRoads) pursuant to Section 55 of the Planning and Environment Act 1987.

The application is for the construction of an eight-storey building for a mixed-use development consisting of 110 serviced apartments, offices and super market. The application requires reduction in car parking and alteration of access to a Road Zone Category 1.

VicRoads has considered the proposal and has no objection subject to conditions of a permit.

If Council regards the proposed development favourably, VicRoads would require that the following conditions be included in any permit issue.

- 1) Before the development approved by the permit starts, detailed layout plans for the accessway to the site from Queens Parade must be submitted to and approved by the Roads Corporation (VicRoads). The plans must be drawn to scale and dimensioned and two copies must be provided. The plans must show all proposed turning movements and traffic controls at the intersection of the accessway and Queens Parade.
- 2) Before the development starts, an independent Road Safety Audit (by a suitably qualified person) for the intersection of Queens Parade and the accessway to the site, and the intersection of Queens Parade and George Street, must be submitted to and approved the Roads Corporation (VicRoads).
- 3) Prior to the commencement of the use or the occupation of the buildings or works hereby approved, the access lanes, driveways, crossovers and associated works must be provided at no cost to the Roads Corporations and be:
 - i. Formed to such levels and drained so that they can be used in accordance with the plan.
 - ii. Treated with an all-weather seal or some other durable surface.
- 4) The security boom, barrier, gate or similar device controlling vehicular access to the premises must be located inside the property to allow vehicles to store clear of the pavement and footpath.
- 3) The crossover and driveway must be constructed to the satisfaction of the Roads Corporation and the Responsible Authority and at no cost to the Roads Corporation prior to the commencement of the use or the occupation of the works hereby approved.
- 4) During construction, the development must be managed so as not to compromise the operational efficiency of Queens Parade and George Street Fitzroy North or public safety.

Attachment 4 - Vic Roads Referral Comments



- 5) Driveways must be maintained in a fit and proper state so as not to compromise the ability of vehicles to enter and exit the site in a safe manner or compromise operational efficiency of the road or public safety.
- 6) All redundant vehicle crossings must be removed and the area reinstated to kerb and channel.

NOTE

- Separate approval under the Road Management Act may be required from VicRoads (the Roads Corporation). Please contact VicRoads prior to commencing any works.

Once Council makes its decision, please forward a copy of the decision to VicRoads as required under Section 66 of the Planning and Environment Act 1987.

Should you have any enquiries regarding this matter, please contact Kojo Adjei on (03) 9313 1171 or Kojo.Adjei@roads.vic.gov.au

Yours sincerely

A handwritten signature in blue ink, appearing to read 'K. Adjei'.

KOJO ADJEI
TRAFFIC AND PLANNING
Cc: Permit Applicant

Attachment 5 - Melbourne Water Referral Comments



02 July 2018

Sarah Thomas
Yarra City Council
Po Box 168
Richmond VIC 3121

Dear Sarah,

Proposal: Planning permit for development - mixed use development
Site location: Lot No 1, 81-89 QUEENS PARADE FITZROY NORTH 3068

Melbourne Water reference: MWA-1053814
Council reference: PLN17/1113
Date referred: 09/04/2018

Our Decision

Following discussions with the permit applicant, Melbourne Water, pursuant to Section 56(1) of the Planning and Environment Act 1987, does not object to the proposal, subject to the following conditions:

Conditions

1. Prior to the development plans being endorsed to the planning permit, amended plans and relevant documentation as outlined below must be submitted to Council and Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with ground and floor levels to Australian Height Datum (AHD) and all setbacks notated on the plans in accordance with the asset protection requirements.

a) The exact location of Melbourne Water's underground drain along George Street is to be determined by a licensed surveyor as per Melbourne Water's Asset Proving guidelines; the drain must then be plotted on the proposed development plans with cross sections at the north-east corner and south-east corner of the property, including all basement levels.

b) No permanent structures are permitted to be located within a 2 metre lateral clearance zone of the asset;

i) Footings must extend below "foundation protection zone" (angle of repose line) and;

ii) A statement from the structural engineer stating that the design of the building foundation has been designed to allow future excavation of the pipeline adjacent to building. (Screw piles and friction piles are not acceptable)

c) CCTV of the drain is required to be undertaken prior to endorsement of plans to confirm the condition of the drain. This CCTV will also be required by the design



Attachment 5 - Melbourne Water Referral Comments

engineer to assist with the design of the structure if required. CCTV is to be in accordance the WSA 05-2013 Conduit Reporting Code of Australia – refer map below. The nearest access manhole is 4414/MH001. This manhole identification is to be referenced in the CCTV. Melbourne Water access permit to this manhole will be required;

d) The following assessment and design investigation is required to be carried out by a qualified structural engineer, experienced with working on brick drains:

i) A structural condition assessment to validate the existing drain condition. The assessment must include a baseline condition photo and/or CCTV inspection;

ii) Submission of a detailed design and methodology for the construction of the structure detailing the stabilisation method to prevent brick surround from collapsing, factoring in ceramic growth;

iii) Advice on the vibration limits on site during construction works to ensure the drain is not adversely impacted.

iv) Consideration of the impact on the drain's bedding if a basement is to be constructed in the close proximity.

e) A Build Over agreement is required to be entered into for temporary structures within the lateral clearance zone;

i) No overhangs and eaves are permitted;

ii) Footings must be independent and self-supporting;

2. The basement level must be shown to be tanked and bunded to at least 300mm above the applicable 1% AEP flood level of 23.6 metres to Australian Height Datum with the apex of the basement access ramp set no lower than 23.9 metres to Australian Height Datum.

3. The floor levels of the substation, CP Air intake and gas meter room must be set at least 300mm above the applicable 1% AEP flood level of 22.90 metres to Australian Height Datum.

Advice

Notes to be included on any planning permit issued:

Note 1

Land and flood level information available at Melbourne Water indicates that the property is subject to flooding from the North Fitzroy Main Drain (Dr4414). The applicable flood level for a 1% AEP flood event grades from 23.6 metres to Australian Height Datum to 22.75 metres to Australian Height Datum.

Note 2

Given the age and construction type of the drain being a brick culvert with concrete deck, undertaking works in close proximity may be a risky for the drain. Given the age of the drain, bricks forming the drain wall will exhibit ceramic growth, and thus the drain will be under compressive stresses. The design of any structure and construction methodology will need to consider and mitigate the risk of structural failure of the drain due to release of the stress during the works depending on the clearance.

Note 3

A Post CCTV inspection of the underground drain is required to be carried out at the cost of the developer in accordance with WSA 05-2013 Conduit Inspection Reporting Code of Australia. The manhole identification is to be referenced in the CCTV. Melbourne

Attachment 5 - Melbourne Water Referral Comments

Water access permit to this manhole will be required.

Note 4

Prior to undertaking any works on or near a Melbourne Water asset, the contractor must be in receipt of a Melbourne Water Permit to Work. A Permit to Work can only be issued to contractors who have undertaken MW's permit recipient training. This requirement is to be included as part of the general notes on the final drawings.

Note 5

No contractors are permitted to enter an underground drain or manhole unless in receipt of a Melbourne Water Permit to Work and a current Confined Space Entry ticket is held.

Note 6

Melbourne Water must still have access unrestricted access to the underground drain at all times, during construction and after.

Note 7

Any damage caused to Melbourne Water's assets due to the development shall be paid for by the developer.

For general development enquiries contact our Customer Service Centre on 131722.

Regards,

A handwritten signature in black ink, appearing to be 'AO' or similar, enclosed within a circular scribble.

Ashlee O'Brien
Customer and Planning Services

Attachment 6 - External Engineering Referral Comments (Cardno)



Our Ref: V180502: HL
Contact: Herman Lai

12 June 2018

City of Yarra
PO Box 168
RICHMOND VIC 3121

Attention: Sarah Thomas

Cardno Victoria Pty Ltd
ABN 47 106 610 913

Level 4
501 Swanston Street
Melbourne VIC 3000
Australia

Phone: + 61 3 8415 7777
Fax: + 61 3 8415 7788

www.cardno.com.au

Dear Sarah,

81-89 QUEENS PARADE, FITZROY NORTH TRAFFIC ENGINEERING ASSESSMENT REVIEW

This letter has been prepared to review the proposed mixed use development at 81-89 Queens Parade, Fitzroy North, including traffic engineering assessment report prepared by Traffix Group (Ref: G22671R1C, Issue C, 'Final' Type dated 21/12/2017).

The Traffix Group report references plans prepared by COX Architecture, in particular Drawing No.'s TP-20-01 rev 1 & TP-20-02 rev 1 dated 01/12/17, and TP-21-00 rev 2 dated 07/03/18.

This letter will review and address the proposed development in the context of the above documentation. We note that any components of the Traffix Group report that have not been directly addressed in this letter are traffic engineering items that Cardno is otherwise generally supportive of.

Peer Review of Traffic Engineering Assessment

Existing Conditions

Existing Land Use

The Traffix Group report states *"The site is currently occupied by a warehouse building which has an approximate floor area of 3,200 square metres."* Cardno's review of aerial imaging identified an approximate warehouse building (covered) floor area of approximately 2,700 sqm and *overall site area* in the order of 3,200 sqm.

A total of 22 existing on-site car parking spaces were identified during Cardno's site inspection, in line with the number of existing spaces noted within the Traffix Group report.

Existing Car Parking Considerations

Cardno is of the opinion that the car parking surveys undertaken by Traffix Group were conducted at appropriate periods when the overarching land use proposed, being 'commercial' use, would be anticipated to experience periods of peak parking demand. It is anticipated that the supermarket and serviced apartment uses proposed will generally experience peak parking demands outside of commercial business hours.

Based on observations made during Cardno's site inspection and as stated on page 5 of the Traffix Group report, longer term / unrestricted car parking within the immediate vicinity of the subject site such as within the Queens Parade service roads appears to be well utilised despite the reasonable provision of parking of this nature within the wider

Australia • Belgium • Canada • Colombia • Ecuador • Germany • Indonesia • Italy • Kenya •
New Zealand • Papua New Guinea • Peru • Philippines • Tanzania • United Arab Emirates •
United Kingdom • United States • Operations in over 100 countries

M:\2018\0501_1000\V180502_Queens_Pd_Fitzroy_North_Peer_Review\Traffic\Engineering\Documents\V180502LET001-F01.docx



Attachment 6 - External Engineering Referral Comments (Cardno)

V180502: HL
12 June 2018

2



survey area. Further, parking in surrounding residential streets was found to be typically restricted to control long term usage.

Proposal

General / Car Parking & Access Arrangements

A summary of the proposed development has been included in Table 1 and is based on the abovementioned town planning drawings, cross-referenced against the Development Summary presented by COX Architecture in TP-01-01 rev 1 dated 01/12/17.

Table 1 Development Summary

Use	Size / Number of Dwellings
Office	4,074 m ²
Supermarket	1,687 m ²
Serviced Apartments	110 Apartments

The Development Summary prepared by COX Architecture appears to be accurately represented within the '3 Proposal' Section of the Traffix Group report, with the exception of a minor discrepancy (relating to the size of the supermarket use) between the leasable floor areas quoted within the report and the Development Summary (however, this has no material impact on the overall assessment). It is agreed that, based on a detailed review of Town Planning drawings, a total of **153 car parking spaces** (including standard, disabled and tandem parking forms) are proposed to be supplied on-site across two (2) basement levels.

Bicycle Parking

Based on a review of Town Planning drawings, it is agreed that a total of **72 bicycle parking spaces** (58 proposed on-site within Basement Level 1 with the remainder at ground level within the Queens Parade service road verge - STCA) are proposed for the development. Of these 72 spaces, 36 are proposed as vertical wall-mounted racks, with the remaining 36 bicycle parking spaces proposed in the form of horizontal ground-mounted hoops.

The adequacy of the proposed car and bicycle parking provision will be discussed in the later stages of this assessment.

Loading & Waste Collection

The Traffix Group report accurately reflects the development plans in noting that the existing RoW is proposed to be widened to measure approximately 7 metres in order to accommodate vehicular access to the proposed supermarket loading bay and waste collection area.

Car Parking Considerations

Statutory Requirements – Clause 52.06

It is agreed that, based on the size / number of proposed new uses as outlined within Table 3 of the Traffix Group report, the proposed development generates the statutory requirement to provide a total of **226 on-site car parking spaces**, comprised of:

- > 142 spaces for the proposed office component; and
- > 84 spaces for the proposed supermarket component.

Further to the above and as acknowledged by Traffix, car parking for the 'Serviced Apartments' component of the proposed development is to be provided to the satisfaction of the Responsible Authority given no statutory rate is specified for this land use within Clause 52.06-5 of the Planning Scheme.

Based on the proposed provision of 120 on-site car parking spaces for the office and supermarket uses, the application seeks a statutory car parking *reduction* for those specified uses equal to **106 spaces**, as well as seeking to provide parking for the serviced apartments to the satisfaction of the Responsible Authority.

M:\2018\0501_1000\180502_Queens_Pd_Fitzroy_North_Peer_Review\Traffic\Engineering\Documents\180502LET001-F01.docx

Attachment 6 - External Engineering Referral Comments (Cardno)

V180502: HL
12 June 2018

3



Anticipated Parking Demand

Office

Upon review of ABS 'journey to work' data for the 2016 census, Cardno agrees that a significant number / percentage of prospective employees of the proposed office component of the development who live in the Yarra LGA or suburb of Fitzroy North are likely to utilise alternative transport modes to travel to and from work rather than a car as driver. It is noted that the Traffix Group report does not mention the likely number / percentage of prospective employees who *will not* be living in either the Yarra LGA or suburb of Fitzroy North.

Cardno's independent review of 2016 ABS 'journey to work' census data for the State suburb of the Yarra LGA and suburb of North Fitzroy identified the percentages of employed persons with the main method of travel being 'car as driver' considerable low when compared to the Traffix Group percentage figure. Additionally, the percentage of employed persons using public transport, walking (only) and cycling sourced by Cardno were found to all be considerably higher than figures sourced by Traffix. Ultimately, the figures sourced by Cardno **support** Traffix Group assessment that prospective office employees who reside in these areas will be likely to make sustainable travel choices, with a shift away from private motor vehicle use.

The abovementioned comparisons noted have been shown in Table 2.

Table 2 ABS 'journey to work' Statistics (2016 Census) - % Comparisons

% Mode of Travel for 'journey to work' trips	Traffix Group Identified %	Cardno Identified %	
	Yarra Fitzroy North SA2	State Suburb – Fitzroy North	Yarra LGA
Car as Driver	51.3	32.8	31.6
Public Transport	12.9	28.1	27.1
Walking	5.4	12.4*	7.6*
Cycling	6.2	8.6	14.2
Other Modes of Travel	4.8	1.9	2.5
Did Not Travel for Work / Not Stated	19.4	8.3	8.8

* Considers 'walking only' as mode of choice

Although not specified in the data provided within Table 2, Cardno's assessment noted that approximately 75% of the portion of employed persons in the suburb of Fitzroy North using public transport as a mode of travelling to work were doing so via trams. It is anticipated that this would also be relevant to prospective staff of the office component given the limited bus services in the vicinity of the site and the considerable walking distance to the nearest train station (being Clifton Hill). Further, cycling in the suburb of Fitzroy North appears to be a prominent mode of travelling to work, with approximately one 'cyclist' employee for every two 'car as driver' employees.

We note that page 14 of the Traffix Group report states "*The proposal includes a generous provision of bicycle parking for employees.*" Although this may be the case when considering the *overall* on-site bicycle parking supply intended to be allocated to *combined* residents and office staff, the Traffix Group report does provide a breakdown of the intended use-specific allocation.

Surveys of office developments located within the Yarra LGA previously undertaken by Cardno and other consultancies have indicated that a high proportion of employees are displaying a preference to choose alternative transport modes, despite available on-site parking being unconstrained in some instances. As noted by Traffix, office developments commonly enforce travel demand management by default, by way of suppressing car parking demands (i.e. by not providing the full statutory on-site car parking requirement).

Staff and visitors of the proposed office component are likely to choose to take alternative transport modes due to the site location with respect to sustainable transport modes, further supported by the observed high occupancy levels of long term / unrestricted parking in the vicinity of the site. In constrained office parking situations, car parking demand is more accurately defined as a function of the on-site supply, rather than the floor area proposed.

M:\2018\0501_1000\180502_Queens_Pd_Fitzroy_North_Peer_Review\Traffic\Engineering\Documents\180502LET001-F01.docx

Attachment 6 - External Engineering Referral Comments (Cardno)

V180502: HL
12 June 2018

4



Based on the above and in consideration of the various Council policies noted in Section 4.3.4 of the Traffix Group report, the proposed on-site car parking provision rate of **1.4 spaces per 100 square metres of floor area** is considered to be consistent with Council strategies to strongly encourage the use of alternative transport modes. Cardno is of the opinion that whilst this rate represents a significant reduction from the statutory rate, this shortfall may be considered appropriate in this instance by Council to align with its strategic goals and visions for the municipality.

Serviced Apartments

Cardno generally supports Traffix's opinion that, considering the surrounding amenities afforded to the development's occupants, opportunities exist for serviced apartment guests to travel to and from the site whilst not generating significant demands for car parking.

Further, it is considered reasonable to assume that prospective serviced apartment guests are likely to seek alternative accommodation should they require the use of a car parking space and it is not available at the time of booking.

For the reasons listed above, Cardno is supportive of the proposed car parking rate of **0.3 spaces per serviced apartment**, noting this rate corresponds to the rate sourced from Cardno case study data for serviced apartments within inner-city suburbs.

Supermarket

Cardno has undertaken car parking surveys of a number of supermarkets in and around Melbourne, with recorded parking demands generally in the range of 3.0 to 5.0 spaces per 100 square metres, inclusive of staff parking demands. The case study data held by Cardno for supermarkets includes supermarkets with a range of floor areas, varying between smaller supermarkets of 2,000 square metres (similar to the subject proposal) and "full line" supermarkets of up to 4,000 square metres.

Parking demand surveys at similar sized supermarkets in inner Melbourne recorded average weekday peak parking demands in the order of 3.27 spaces per 100 sqm of supermarket floor area. During the average Saturday peak demand period, demand rose to approximately 3.60 parking spaces per 100 sqm of supermarket floor area. It is noted that the on-site car park did not reach capacity during the survey periods and therefore these sites were considered to be unconstrained with regards to parking provision.

Cardno is therefore satisfied that the supermarket provisional rate of **3.7 car parking spaces per 100 sqm of supermarket floor area** is in line with Cardno case study data and is anticipated to meet the likely car parking demands generated by this use.

Existing Car Parking Deficiency

Section 4.3.3 of the Traffix Group report states *"It is noted that the existing warehouse building has a floor area of approximately 3,200 square metres and provides only 22 on-site car parking spaces. Conservatively adopting a warehouse rate for this use suggests a statutory requirement to provide 50 car spaces. The existing use therefore has an associated deficiency of 28 car spaces"*

Cardno's review of aerial imaging identified an approximate warehouse building (covered) floor area of approximately 2,700 sqm. Adopting the statutory car parking requirements for 'Warehouse' use under Clause 52.06-5 of the Yarra Planning Scheme, a revised deficiency of **20 car spaces** would apply to the existing use. Notwithstanding, it is agreed that this would still offset some of the sought dispensation in statutory car parking requirements by the proposed development.

Car Parking Layout & Access Arrangements

Cardno has reviewed Section 4.4 and Appendix B of the Traffic report and which relates to the development's car park layout, access arrangements and swept path analyses, offering the following comments for consideration.

- > Cardno is satisfied that the proposed car park layout has been generally designed in accordance with the relevant Planning Scheme and Australian Standard requirements;
- > Proposed motorcycle parking within Basement Level 2 has not been referenced within the Traffix Group report. Cardno has assessed these motorcycle parking spaces against the requirements of the Australian Standard for off-street car parking (AS/NZS 2890.1). Spaces appear to be provided in

M:\2018\0501_1000\180502_Queens_Pd_Fitzroy_North_Peer_Review\Traffic\Engineering\Documents\180502LET001-F01.docx

Attachment 6 - External Engineering Referral Comments (Cardno)

V180502: HL
12 June 2018

5



accordance with the minimum dimension requirements of the standard, being 1.2m wide and 2.5m long; and

- > A corner splay is required to be shown on the egress side of the site access ramp in accordance with Design Standard 1 – Accessways within Clause 52.06-9 of the Yarra Planning Scheme. However, we do not anticipate this to be a significant issue in this instance given the buffer / setback provided along the western boundary.

Traffic Considerations

Cardno has reviewed Section 5 of the Traffix Group report which relates to the development's traffic considerations and offer the following assessment for consideration.

Traffic Surveys

Cardno is of the opinion that the appropriate weekday AM & PM and weekend peak periods have been identified by Traffix Group for further analysis at the unsignalised intersection of Queens Parade and George Street.

Existing Intersection Operation

The Traffix Group report states:

"Observations of the subject intersection identified that traffic along Queens Parade and George Street is subject to platooning due to the signals located to the east and south of the site."

The SIDRA models were calibrated based on observed delays and the maximum extent of queues across each of the periods and to allow for platooning of vehicles along the Queens Parade and George Street approaches due to the proximity of the nearby signalised intersections."

Cardno understands Traffix Group may have utilised the 'extra bunching' factor in their SIDRA models to allow for the existing platooning of vehicles occurring on Queens Parade and George Street. Based on our review of the road network surrounding the subject site and accounting for the proximity of nearby signalised intersections, an extra bunching factor of up to 15% could be applied to the SIDRA models and has likely been adopted by Traffix Group in this instance, based on comparisons of results between Cardno's model and that produced by Traffix Group.

We agree with Traffix's observation that the subject intersection operates under 'good' conditions during the weekday AM peak and under 'excellent' conditions during other modelled peak periods. Further, output results obtained from the Cardno model generally mirrored those presented in Table 6 of the Traffix Group report.

Traffic Generation

Supermarket

A review of Section 5.3.1 of the Traffix Group report has identified discrepancies with the case study data quoted by Traffix, noting this data was originally sourced by Cardno. We note the following for your consideration regarding this matter and general items for deliberation:

- > Traffix Group states "surveys of an existing Coles on Doncaster Road, Balwyn North have been sourced. The surveys were undertaken on a Friday and Saturday by Cardno in February 2009, and at the time of the survey the supermarket had a floor area of approximately 2,209 square metres. The surveys recorded a peak traffic generation of 12.77 movements per 100 square metres.
- > According to our database, the case study identified a Saturday peak hour traffic generation rate equating to 15.1 movements per 100 square metres.
- > Based on additional case study data held by Cardno, Saturday lunchtime peak hour traffic generation rates for a supermarket use typically falls in the order of 16.5 vehicle movements per 100 square metres and have been regularly adopted in past assessments.
- > We note The RTA Guide suggests that for shopping centres with floor areas less than 10,000 square metres of floor area, that rates of 12.5 vehicle movements per 100 sqm GLFA should be applied for

M:\2018\0501_1000\180502_Queens_Pd_Fitzroy_North_Peer_Review\Traffic\Engineering\Documents\180502LET001-F01.docx

Attachment 6 - External Engineering Referral Comments (Cardno)

V180502: HL
12 June 2018

6



- the Friday commuter peak, with a rate of 16.3 vehicle movements per 100 sqm at the Saturday peak. The RTA Guide Saturday peak rate is commensurate with Cardno's commonly adopted rate.
- > Comparing Cardno's 'suggested' Saturday peak rate against Traffix's proposed rate, a difference of **67 vehicle movements within this peak period is noted**, split equally between inbound and outbound movements.
 - > Traffix's proposed weekday morning peak traffic generation rate (being 10% of the peak supermarket rate) is commensurate with Cardno case study data for supermarket uses, and is therefore considered appropriate.

Office

Cardno supports the assessment applied by Traffix Group which states that 50% of commercial staff spaces will fill and vacate during the morning and evening peak hours, respectively. Traffix Group has assumed 100% of traffic movements will be inbound / outbound in the morning and evening peaks, which is generally considered acceptable.

The traffic distribution volumes for the commercial component identified in the Traffix Group report appear to be appropriate given the commercial allocation of parking proposed.

Serviced Apartments

Considering the location of the subject site regarding proximity to the Melbourne CBD core and surrounding amenities afforded to the development's occupants, the traffic generation rate of 0.3 vehicle movements per serviced apartment in the peak hour (evenly split between inbound and outbound movements) is in line with Cardno case study data held on file for these types of residential buildings.

Total Traffic Generation

Based on identified discrepancies within the details in Cardno's supermarket case study data quoted by Traffix, it is Cardno's opinion that the column relating to the projected 'Saturday' future traffic generation within Table 7 of the Traffix Group report be amended to read as follows:

Use	Saturday		
	In	Out	Total
Supermarket	139	139	278
Office	0	0	0
Serviced Apartments	17	16	33
Total	156	155	311

In reality, given the lower commuter traffic volume on the surrounding road network during the Saturday peak, it is unlikely that the abovementioned discrepancy will materially impact on Traffix Group's findings relating to the anticipated operating conditions of the adjacent intersection or surrounding road network during this period.

Traffic Distribution

Cardno is generally supportive of Traffix Group's assumption that the development-generated inbound traffic movements will be evenly split between vehicles arriving from the east and west.

We do, however, note that Traffix Group states "Due to the restrictions at the western end of Queens Parade/ Brunswick Street, it is presumed that 80% of traffic will depart the site to the east, with half of this using George Street to access Alexandra Parade to head west." This assumption does not, in our opinion, provide sufficient explanation as to where the remaining 20% of westbound vehicles are intending to travel. Given the nature of the restrictions imposed at the western end of Queens Parade, it is assumed that these 20% of outbound vehicles have been distributed to Napier Street (intended to travel northbound). Any vehicle heading west out of the site for purposes other than this movement is anticipated to utilise the numerous median breaks to then return east along Queens Parade.

Notwithstanding the above, we are generally satisfied with the proposed traffic distribution (including post development) as represented by Traffix Group in Figure 16 and Figure 17 of their report.

M:\2018\0501_1000\180502_Queens_Pd_Fitzroy_North_Peer_Review\Traffic\Engineering\Documents\180502LET001-F01.docx

Attachment 6 - External Engineering Referral Comments (Cardno)

V180502: HL
12 June 2018

7



Post-Development Traffic Impact

We note that it is not possible to determine from Figure 16 and Figure 17 of the Traffix Group report as to whether anticipated inbound movements generated from the east have been modelled by Traffix Group as westbound through movements at the intersection of Queens Parade and George Street. It is unlikely that Traffix Group have included this, noting Cardno's SIDRA model of weekday AM post-development operating conditions of the unsignalised intersection of Queens Parade and George Street resulted in a Degree of Saturation of 0.96 (operating under 'Poor' conditions) and 95% Queue Length of 40m for the right-turn movement onto George Street from Queens Parade. In this instance, the anticipated queue length is unlikely to be contained wholly within the right-turn lane. Further, an average delay of 139 seconds is expected. It is noted that even minor changes in directional split assumptions for vehicles exiting the site as noted above (i.e. reducing the 20% assumption of westbound vehicles) are likely to see the capacity of the right-turn lane exceeded.

By comparison, Traffix Group have identified a Degree of Saturation of 0.88 (operating under 'Acceptable' conditions), 95% Queue Length of 24m for the right-turn movement onto George Street from Queens Parade, comfortably contained within the right-turn lane and average delay of 79 seconds.

Traffix Group states *"It is noted that this analysis is conservative as it considers only two lanes are provided on the George Street approach to Alexandra Parade, when in reality an additional third lane is provided south of the intersection."* Cardno's SIDRA model identified that the performance of the right-turn lane onto George Street from Queens Parade (in particular) did not vary when modelling both a two and three lane scenario for the George Street approach to Alexandra Parade.

Further to the above, we anticipate the application will be referred to VicRoads as the acting road authority, who may ask for a SIDRA model of the intersection between the site access point and Queens Parade.

Bicycle Considerations

Cardno has reviewed Section 6 of the Traffix Group report which relates to the development's bicycle considerations, offering the following comments with regard to provision and layout aspects:

- > Cardno is generally supportive of Traffix's assessment of the statutory bicycle parking requirements generated by the proposed development as defined in Table 9 of the report, which indicates that the proposed bicycle parking supply comfortably exceeds this requirement. We note that a 'supermarket' use is not listed with Table 1 to Clause 52.34-3 of the Planning Scheme, hence the bicycle parking supply proposed to be allocated to this use has been made entirely above any statutory requirements;
- > Cardno is somewhat concerned with the proximity of the horizontal ground-mounted hoops at the base of the access ramp connecting ground level and Basement Level 1. Although the clearance envelopes of these spaces are outside of the circulation aisle, the nature of the change in direction of the aisle may encourage some drivers to cut across this area. The three (3) westernmost spaces could perhaps be re-orientated to run parallel with the adjacent ramp to provide a safe distance between hoops and the adjacent aisle or otherwise the base of the ramp be linemarked to delineate the path of the turning aisle.
- > The seven (7) horizontal rails (accommodating up to 14 bicycle parking spaces) proposed to be included in the Queens Parade service road verge are subject to approval by the Responsible Authority;
- > Horizontal rails are provided in excess of the 20% requirement in accordance with AS2890.3:2015 and are therefore considered appropriate; and
- > The statutory shower requirement for employees has been accurately addressed and subsequently exceeded.

Loading Considerations

We note Clause 52.07 was deleted from the Planning Scheme in January 2018. Clause 65 now has a decision guideline that requires the responsible authority to consider *"The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts."*

In consideration of the above and with regard to the proposed loading and waste collection facilities, Cardno is satisfied that:

M:\2018\0501_1000\180502_Queens_Pd_Fitzroy_North_Peer_Review\Traffic\Engineering\Documents\180502LET001-F01.docx

Attachment 6 - External Engineering Referral Comments (Cardno)

V180502: HL
12 June 2018

8



- > Sufficient manoeuvring area appears to be provided within loading bays to allow for appropriate access manoeuvres by the nominated loading and waste collection vehicles;
- > Swept path diagrams provided as Appendix B to the Traffix Group report are considered generally appropriate when considering manoeuvring pathways and clearance line offsets internal to the site. It is, however, noted that 300mm clearance lines have been shown for both simulated loading vehicles entering the site from George Street. A further 300mm clearance should be provided on both sides of these vehicles when testing site access manoeuvres, in accordance with AS/NZS 2890.1:2004; and
- > Based on the swept paths provided for the HRV and MRV, it appears access to the loading area will be **dependent** (rather than independent operation) on the adjacent loading bay being vacant. Cardno considers this can be managed on-site without significant impact.

We trust you find the above information satisfactory. Please feel free to get in touch should you require further clarification.

Yours sincerely,

Herman Lai
Senior Engineer - Traffic Transport & Parking for Cardno
Direct Line: (03) 9937 0778
Email: herman.lai@cardno.com.au

Attachment 7 - Internal Engineering Referral Comments



MEMO

To: Sarah Thomas
From: Mark Pisani
Date: 23 May 2018
Subject: Application No: PLN17/1113
 Description: Major Development
 Site Address: 81-89 Queens Parade, Fitzroy North

I refer to the above Planning Application received on 9 April 2018 and the accompanying report prepared by Traffix Group in relation to the proposed development at 81-89 Queens Parade, Fitzroy North. Council's Civil Engineering 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
Serviced Apartments	110	Not Specified in 52.06-5	To the satisfaction of the Responsible Authority	33
Office	4,074 m ²	3.5 spaces per 100 m ² of net floor area	142	57
Supermarket	1,687 m ²	5 spaces per 100 m ² of leasable floor area	84	63
Total			226 Spaces + Parking for the Serviced Apartments	153 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 Serviced Apartments.* Serviced apartments can be classified as tourist accommodation facilities. In terms of parking provision for this type of accommodation, the NSW Roads and Maritime Services *Guide to Traffic Generating Developments* version 2.2 provides a parking rate of one off-street space per four bedrooms (0.25 spaces per one-room apartment). On-site parking for the serviced apartments of the proposed development would be provided at a rate of 0.3 spaces per apartment. This rate is considered acceptable.

Attachment 7 - Internal Engineering Referral Comments

- *Parking Demand for the Office Use.* Parking associated with office type developments is generally long-stay parking for employees and short term parking (say up to two hours' duration) for customers and clients. The actual parking demand generated by the office is expected to be lower than the statutory parking rate of 3.5 spaces per 100 square metres of floor space, since the area has very good access to public transport services.

The proposed office use for the development would have an on-site car parking provision of 1.40 spaces per 100 square metres of floor area. In nearby Collingwood, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
Collingwood	
71-93 Gipps Street PLN16/1150 issued 30 August 2017	0.96 spaces per 100 m ² (86 on-site spaces; 8,923 m ²)
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m ² (135 on-site spaces; 15,300 m ²)
3/29 Cromwell Street PLN14/0841 issued 12 August 2015	1.40 spaces per 100 m ² (9 on-site spaces; 640 m ²)

The proposed on-site office parking rate of 1.40 spaces is considered appropriate, having regard to the site's good accessibility to public transport services and proximity to Melbourne.

- *Parking Demand for the Supermarket.* The proposed supermarket would be providing on-site car parking at a rate of 3.7 spaces per 100 square metres. Parking demand rates for supermarkets vary, depending on location and size. Council has approved the supermarkets with the following rates:

- Development Site	Approved Supermarket Parking Rate
365-379 Smith Street, Fitzroy PLN15/0646 issued 21 December 2016	1.65 spaces per 100 m ² (11 on-site spaces; 668 m ²)
2 Gough Street, Cremorne PLN15/0355 issued 15 July 2016	1.40 spaces per 100 m ² (9 on-site spaces; 640 m ²)

Traffic Group had also provided empirical examples of car parking demands for supermarkets which range from 1.76 to 3.3 spaces per 100 square metres of floor area. The rate of 3.7 spaces per 100 square metres is considered appropriate.

- *Availability of Public Transport in the Locality of the Land.* The site is within walking distance of tram services operating along Queens Parade. Bus services could also be accessed from Alexandra Parade.
- *Multi-Purpose Trips within the Area.* Customers, visitors or clients who choose to drive might combine their visit by engaging in other business or activities whilst in the area. .
- *Convenience of Pedestrian and Cyclist Access.* The site has very good walking accessibility to public transport nodes and to other shops, businesses, essential facilities and amenities. The site also has good connectivity to the on- and off-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

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

Attachment 7 - Internal Engineering Referral Comments

- *Availability of Car Parking.* Traffix Group had conducted on-street parking occupancy surveys in the surrounding area on Friday 21 October 2017 at 9:00am and on Tuesday 31 October 2017 at 9:00am, 12:00pm and 3:00pm. The survey area encompassed Queens Parade (Alexandra Pde to Smith St), Alexandra Parade (Brunswick St to Smith St), and sections of George Street, Napier Street and Jamieson Street. The times and extent of the survey are considered satisfactory. An inventory of 460 publicly available spaces was identified. The results of the survey indicates that the peak parking occupancy in the study area was observed at 9:00am on the Friday, with 322 spaces occupied (70%), resulting in 138 spaces vacant. Any short-stay parking overflow from the site 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 transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
- *The Future Growth and Development of an Activity Centre.* Practice Note 22 – *Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as Queens Parade, where spare on-street car parking capacity would be shared amongst sites within the activity centre.
- *Car Parking Deficiency associated with Existing Land Use.* According to Traffix Group, the existing site is occupied by a warehouse and would have a car parking deficiency of around 28 spaces. This car parking credit could potentially be transferrable to the new development.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of office and supermarket parking and the provision of 33 on-site parking spaces for the serviced apartments are considered appropriate in the context of the development and the surrounding area. The on-site parking rates for the office and supermarket are consistent with rates approved for other recent development proposals. The on-site parking for the serviced apartments is consistent with the rate specified by the New South Wales Roads and Maritime Services.

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

Attachment 7 - Internal Engineering Referral Comments

TRAFFIC GENERATION

Trip Generation

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

Proposed Use	Adopted Traffic Generation Rate	Weekday Peak Hour		Saturday Peak
		AM	PM	
Serviced Apartments	0.3 trips/apartment/weekday peak hour 0.3 trips/apartment/Saturday peak	33	33	33
Office	0.5 trips/on-site space/ weekday peak hour	29	29	0
Supermarket	12.5 trips/weekday PM peak and Saturday peak Weekday AM peak is 10% of PM peak	21	211	211
Total		83	273	244

Traffic Distribution

In the Traffix Group report, it has been assumed that the inbound trip generation of the site would be evenly split between the east and west. Since the western end of Queens Parade has a one way traffic operation in the north-east direction, the majority of traffic exiting the site would proceed east along Queens Parade (80%). The remainder of exiting traffic would proceed along George Street to Alexandra Parade (20%). These assumptions are considered reasonable.

Existing Traffic Volumes

Traffix Group had conducted turning movement counts at the intersection of Queens Parade and George Street on Saturday 21 October 2017 and Thursday 2 November 2017. The data has been summarised for each approach for the weekday AM, weekday PM and Saturday peak hours (11:15am to 12:15pm).

Traffic Impact of Development

The traffic impact of the intersection of Queens Parade and George Street was assessed 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 results of the post-development modelling suggest that intersection is expected to operate satisfactorily. The post development conditions would see an increase in the right turn movement from Queens Parade into George Street and the through movement along Queens Parade (in the northeast bound direction). It is agreed that the increase in traffic volumes at these movements should not adversely impact on the operation of the intersection once the development is operational.

The Civil Engineering unit has no objection to the findings of the traffic analysis as described in the Traffix Group report.

Attachment 7 - Internal Engineering Referral Comments**DEVELOPMENT LAYOUT DESIGN****Layout Design Assessment**

Cox Architecture Drawing Nos. TP-20-01, TP-20-02, TP-30-00, TP-40-01, TP-40-02, TP-40-03 and TP-40-04
 Revision 1 dated 1 December 2017
 TP-21-00 Revision 2 dated 7 March 2018

Item	Assessment
Access Arrangements	
Development Entrance – Queens Parade Service Road	The development entrance has a wall-to-wall width of 6.6 metres and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	Sight triangle for the exit lane at Queens Parade service road has not been provided.
Headroom Clearance	A headroom clearance of 4.0 metres at the development entrance has been provided and satisfies Design standard 1 – Accessways of Clause 52.06-9.
Internal Ramped Accessways	The internal ramps have carriageway widths of 6.0 metres and have been provided with additional 300 mm wide kerbs and satisfy AS/NZS 2890.1:2004.
Vehicle Crossing – Queens Parade Service Road	The vehicle crossing design as shown on the <i>Ground Floor Plan</i> is not to Council's standard.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the at-grade parking spaces (2.6 metres by 4.9 metres) satisfy <i>Design standard 2: Car parking spaces</i> .
Accessible Parking Space	The dimensions of the accessible parking spaces and associated shared areas satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Aisles	The widths of the aisles range from 6.4 metres to 7.1 metres and satisfy <i>Table 2: Minimum dimensions of car parking spaces and accessways</i> of Clause 52.06-9.
Column Depths and Setbacks	Not dimensioned on the drawings.
Clearances to Walls	A minimum clearance of 300 mm has been provided to spaces adjacent to walls, as required by <i>Design standard 2</i> .
Headroom Clearance – Internal Ramps	A minimum headroom clearance of 2.225 metres has been provided at ramps to the underside of the slab above, and satisfies AS/NZS 2890.1:2004.
Gradients	
Ramp Grade for First 5.0 metres inside Property	The ramp profile from the Queens Parade service road comprises an upward grade of 1 in 10 for 3.5 metres inside the building line, followed by a 2.0 metre horizontal section. The overall ramp grade for the first 5.0 metres inside the property satisfies <i>Design standard 3: Gradients</i> .
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy <i>Table 3 Ramp Gradients</i> of Clause 52.06-9.

Attachment 7 - Internal Engineering Referral Comments

Item	Assessment
Longitudinal Grade	The longitudinal grades within the car park are a maximum of 1 in 16 and satisfy AS/NZS 2890.1:2004.
Other Items	
Vehicle Passing Movements – Development Entrance	The swept path diagrams showing two on-coming B99 design vehicles entering and exiting the development entrance via Queens Parade and the Queens Parade service road are considered satisfactory.
Vehicle Passing Movements – Car Park	The swept path diagrams showing two on-coming B99 design vehicles negotiating the ninety-degree bends and the obtuse angled bend in the accessway of the car park are considered satisfactory.
Vehicle Turning Movements – Parking Spaces	The swept path diagrams for the B85 design vehicle entering and exiting parking spaces 122 and 141 are considered satisfactory.
Loading Arrangements	The loading dock loading dock has a depth of 13.335 metres and a width of 8.1 metres. The height clearance of the loading dock is approximately 5.8 metres, which is satisfactory for the Heavy Rigid Vehicle (which requires a minimum height clearance under the Australian Standard AS 2890.2-2002). The loading dock can satisfactorily service a Medium Rigid Vehicle and a Heavy Rigid Vehicle.
Truck Manoeuvres	The swept path diagrams for a Medium Rigid Vehicle and a Heavy Rigid Vehicle entering and exiting the loading dock via the Right of Way and George Street are considered satisfactory.

Design Items to be Addressed

Item	Details
Visibility – Queens Parade Service Road	Due to the existing building at 79 Queens Parade, a sight triangle for the exit lane of the development entrance cannot be provided. In lieu of the sight triangle, it is recommended that a CCTV monitor and camera be installed to assist exiting motorists in viewing footpath conditions.
Column Depths and Setbacks	To be dimensioned on the drawings.
Directional Arrows – East-West Aligned Right of Way	The directional arrows in the Right of Way and setback area as shown on the drawings must be deleted. The Right of Way (a Public Highway) must remain with a two-way traffic operation.

Attachment 7 - Internal Engineering Referral Comments**INFRASTRUCTURE AND CONSTRUCTION ITEMS**

Item	Details
General Items	
Finished Floor Levels along Edges of Development Land	The applicant must ensure that the surfaces of privately owned land within the site are flush with council's assets at ground level and that no tripping hazards are created. The developments levels match in with council's levels. Where existing footpaths adjacent to the site are to be reconstructed or regraded as part of the development works, the internal levels should be adjusted to suit where required.
Road Pavement Reinstatements	All road pavement reinstatements must be consolidated as single full-width areas of reinstatement to reduce further construction joints in the pavement.
Section 173 Agreement	Section 173 agreements should be drafted to ensure that publically accessible surfaces at ground level remain unobstructed and are maintained in a safe condition.
Staircase Landings and Handrails	The landings for internal staircases must be recessed to ensure staircase handrails do not protrude beyond the property boundary.
Dimensions of Footpaths and Right of Way	Applicant must depict the widths of the footpaths and the Right of Way on the drawings. Council's Civil Engineering unit to review widths before the detailed design is approved.
Queens Parade Service Road	
Vehicle Crossing Application - VicRoads	The application for the vehicle crossing fronting the Queens Parade service road requires a referral to VicRoads.
On-Street Bicycle Parking	The proposed location of bicycle hoops along the Queens Parade service road frontage, near the vehicle entry, is not to Council's satisfaction. It is suggested that the bicycle hoops be located closer to the supermarket entry and away from car movements/activity, where possible. Comment should be sought from Council's Strategic Transport unit.
Tree Removal	Comment should be sought from Council's Open Space branch for the removal of any trees.
Ground Floor Surface Materials	The ground floor surface materials within the site should be different to those of Council assets to clearly differentiate between public and private land. This is also relevant where the alignment of the basement is underneath trafficable areas of the ground floor level. These areas should be clearly indicated as private property. The south east corner of site should be shown as private at ground level, where the basement is underneath the ground floor surface level.
Queens Parade Service Road	
Overhead Power Lines – Right of Way Junction with George Street	There are existing overhead power lines that run within the site boundaries, at the south east corner of the site. The applicant must liaise with the relevant power authority to relocate these powerlines and ensure that the power authority's "no-go" requirements are satisfied.
Vehicle Crossing	VicRoads referral required for the removal, reconstruction and widening of the vehicle crossing servicing the Right of Way at George Street.

Attachment 7 - Internal Engineering Referral Comments

Item	Details
Setback at Ground Level – George Street Frontage	<p>The building at ground level and basement levels along the site's eastern boundary (George Street frontage) should be set back so that a minimum pedestrian clearance of 1.5 metres is provided along the full length of the site's George Street frontage.</p> <ul style="list-style-type: none"> Currently there is a clearance of 900 mm between the building alignment and existing electrical poles along George Street. It is unlikely that these poles could be relocated. The existing effective footpath width is unsuitable for DDA pedestrian access along this frontage. The setback area should be vested in Council and constructed to Council's satisfaction.
East-West Aligned Right of Way – adjacent to Southern Boundary of Site	
Surface Materials – Setback Area for Loading and Truck Access	The surface materials of the setback area for the loading dock and truck access must be constructed in a material other than bluestone to differentiate it from the Right of Way.
Height Clearance to Underside of First Floor Level	Ideally, there should be a minimum height clearance of 4.7metres between the surface of the setback area of the loading dock/truck access and the underside of the building at first floor level.
Reinstatement of Missing Bluestones	Missing bluestones along the length of the Right of Way are to be reinstated during its reconstruction.

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.

Attachment 7 - Internal Engineering Referral Comments

ENGINEERING CONDITIONS

Civil Works

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

- The kerb and channel along the property's George Street and Queens Parade service road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's George Street frontage 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 footpath along the property's Queens Parade service road frontage must be reconstructed to have a minimum width of 2.3 metres 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 existing vehicle crossing on the site's Queens Parade service road frontage must be demolished and reconstructed in accordance with Council's Standard Drawings, Council's *Infrastructure Road Materials Policy* and engineering requirements. The construction of the new vehicle crossing must also satisfy the following:
 - The edges of the vehicle crossing must be perpendicular to the roadway;
 - The span of the vehicle crossing must align with the opening of the service road outer separator; and
 - The vehicle crossing must satisfy the ground clearance requirements for the B99 design vehicle.
- The east-west aligned Right of Way abutting the southern boundary of the site (from George Street to the western title boundary of the site) must be fully reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The vehicle crossing servicing the east-west aligned Right of Way must be demolished, widened and reconstructed in sawn bluestone (with the smooth sides of the stones facing upwards) 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 existing electrical pole within the area of the widened vehicle crossing servicing the Right of Way (pole No. 23418) must be relocated to the satisfaction of the relevant power authority and Council. All costs associated with the relocation of the electrical pole shall be borne by the Permit Holder.
- The road pavement of the Queens Parade service road immediately outside the property frontage must be profiled (ground to a depth of 50mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost. Any on-road line markings must also be refreshed.
- The nature strip along the site's Queens Parade service road frontage must be must be cultivated, top dressed and be provided with instant turf to the satisfaction of Council's Open Space branch and at the Permit Holder's cost.
- The existing red brick landing along the site's Queens Parade service road frontage (contained within the nature strip) is to be removed and reinstated with turf or footpath paving to Council's satisfaction and at the Permit Holder's cost.
- All redundant vehicle crossings must be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost.

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.

Attachment 7 - Internal Engineering Referral Comments

Construction Management Plan

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

Impact of Assets on Proposed Development

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

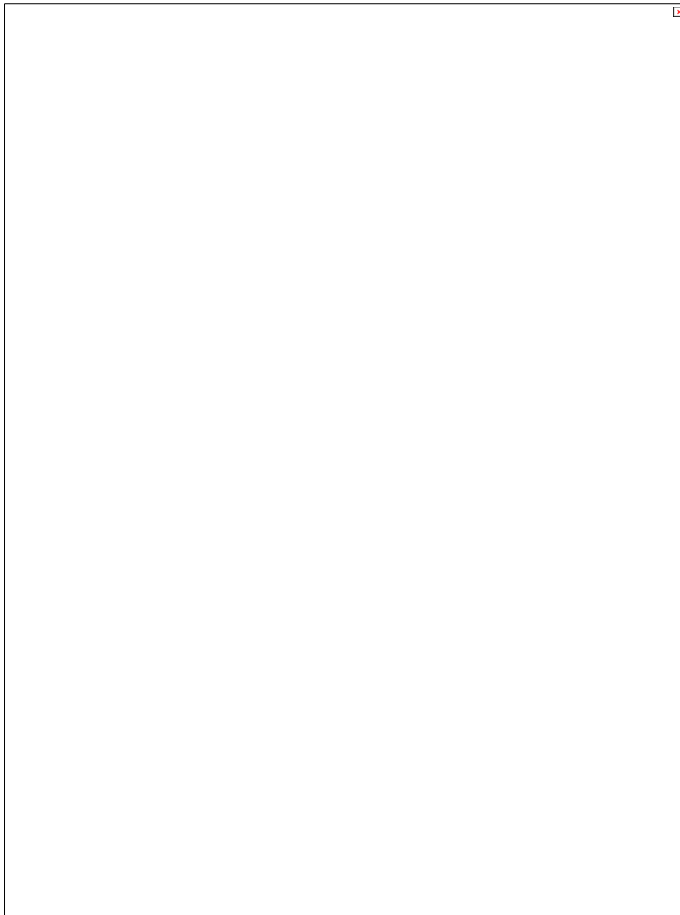
Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- 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

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the <i>Building Regulations</i> 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 <i>Local Government Act</i> 1989 and Regulation 610.
Discharge of Water from Development	<ul style="list-style-type: none"> ▪ 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. ▪ 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.
Detailed Engineering Design	Detailed engineering design drawings of the road infrastructure surrounding the site are to be submitted to Council for assessment and approval.

Attachment 7 - Internal Engineering Referral Comments



The linked image cannot be displayed. The file may have been moved, renamed, or deleted. Verify that the link points to the correct file and location.

Existing footpath on west side of George Street – insufficient for pedestrian traffic or DDA access.



Red brick landing on site's Queens Parade service road frontage. To be removed by the developer.

Attachment 8 - Strategic Transport Referral Comments



Planning Referral

To: Sarah Thomas
From: Julian Wearne
Date: 06/06/2018
Subject: Strategic Transport Comments
Application No: PLN17/1113
Description: Construction of a 9 storey building (including lift), plus basement levels, use of the land for a residential hotel; and a reduction in car parking requirements associated with a proposed supermarket, offices and the residential hotel.
Site Address 81-89 Queens Parade, Fitzroy North

I refer to the above Planning Application referred on 11/05/2018, and the accompanying Traffic report prepared by Traffix Group in relation to the proposed development at 81-89 Queens Parade, Fitzroy North. Council's Strategic Transport unit provides the following information:

Access and Safety

The following safety and access concerns should be considered:

Poor pedestrian and cyclist connectivity from the north and east

Queens Parade and George Street present a significant barrier to pedestrian and cyclist connectivity to the site from the north and from the east.

Pedestrian access

The nearest pedestrian crossing to access the site from the north is at Smith Street. This is a significant barrier to access.

Cyclist access

For cyclists coming from the north-east, Queens Parade includes a bicycle lane, however this ends at George Street and cyclists must merge across two lanes of traffic to continue along Queens Parade to access the site.

It is understood any changes to the road to address the barriers noted above will require consideration and approval by VicRoads as both Queens Parade and George Street are arterial roads for which VicRoads is the Road Authority. It is recommended the applicant raise these concerns with VicRoads, but Council's Strategic Transport Unit accepts that addressing these barriers is likely beyond the scope of this individual planning application.

Narrow footpath along George Street frontage

The existing footpath along George Street is very narrow and includes street light poles which further limit the effective width of the footpath. An accessible footpath at least 1.5m wide should be provided along the George Street frontage through a ground-floor setback, relocation of the street lights, or a combination of both.

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:

Attachment 8 - Strategic Transport Referral Comments

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	4074 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	14 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	4 visitor spaces.	
Residential building (other than specified in the table)	110 lodging rooms	In developments of four or more storeys, 1 resident space to each 10 lodging rooms	11 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 lodging rooms	11 visitor spaces.	
Shop	1,732 sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	3 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	3 visitor spaces.	
Bicycle Parking Spaces Total			28 resident / employee spaces	56 bicycle spaces
			18 visitor spaces	
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	3 showers / change rooms	6 showers / change rooms

The development provides a total of 21 additional bicycle spaces above than required by the planning scheme.

Adequacy of visitor spaces

No spaces are specifically noted as visitor bicycle parking spaces; however the 14 spaces proposed outside of the title-boundaries adjacent the grass verge are appropriate for visitor use. A number of spaces within the ground-floor car park are also suitable for visitor use. The following comments are relevant:

- 18 spaces are required to be noted for visitor use to meet the statutory rate.
- Council's Best practice guidelines recommend providing 1 visitor space to each 500sqm of office space, generating a recommended rate of an additional 4 spaces; however it is acknowledged that peak demand for visitors to the serviced apartments and the office are likely to be at different times, given many serviced apartments are occupied by people on business trips, where visitors are likely to attend outside of normal office hours. Therefore the statutory rate for visitor use remains appropriate.
- All visitor spaces should be provided at a horizontal bicycle rail for ease of use.
- Visitor spaces should not be provided within a secure compound, given they must be conveniently accessible for visitor use.
- It is recommended that some of the visitor spaces outside of the subject site be relocated to be closer to the supermarket entrance.

Adequacy of employee spaces*Number of spaces*

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

- None of the spaces are clearly identified as for employee/guest use.

Attachment 8 - Strategic Transport Referral Comments

- A reduction of 73 car parking spaces is sought (32% of the statutory requirement);
- 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 recommends 1 space to each 100sqm of office floor space¹ (41 spaces), plus the statutory rate for the other uses to be provided (14 spaces), generating a requirement of 55 spaces. However, in this instance it is acceptable if a lower amount be provided given:
 - The statutory rate for the residential building is likely to be excessive given the proposed use is for serviced apartments, which are likely to be predominately occupied by visitors who are unlikely to have bikes for the duration of their stay;
 - Peak demand for the serviced apartments and the office use are likely to be at different times, as some of the guests at the serviced apartments who have bikes are likely to use them during office hours for work related trips.

Given the above, it is recommended that 44 employee/guest spaces be provided to serve the recommend best-practice rate for the office, and statutory rate for employees at the supermarket.

- It would be acceptable if a further reduction in car parking spaces was sought to provide additional bicycle parking spaces.
- It is recommended that a minimum of 5 shower/change rooms be provided to meet the expected demand. 7 change rooms are shown on the plans, but it is unclear if shower facilities are included.

Design and location of employee spaces and facilities

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

- Resident/employee bicycle parking is provided at Basement 1. A bicycle ramp is shown to the basement at a grade of 1:8 to access the basement. Pursuant to AS2890.3, as far as practical, ramp grades should be limited to 1:12 for ease of accessibility.
- None of the spaces 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 car park is accessible to supermarket visitors, the car park does in no way constitute a secure compound.
- Only 16 bicycle spaces are located near the entrance to the basement, with the remaining 26 spaces located within the far corners of the basement.
 - This makes finding an accessible space difficult as cyclists may need to go from storage location to storage location, increasing the likelihood of conflict with cars and discouraging the use of the storage spaces.
 - Pursuant to AS2890.3 spaces should be conveniently located with regards to building entrances, lifts, and end-of-trip facilities.
- Given these concerns, all employee/guest bicycle spaces should be provided in one secure location.
- At least 20% of employee/guest bicycle spaces should be provided as a horizontal rail.
- Given the above concerns, no assessment of bicycle storage or accessway dimensions has been undertaken, however these should comply with Australian Standard AS2890.3

Electric vehicles / share cars / other relevant topics?

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Whilst it is acceptable no EV charging points are installed during construction, to allow for easy future provision

¹ 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 8 - Strategic Transport Referral Comments

for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.

Green Travel Plan

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 following information should be included:

- (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, guest and visitor spaces (i.e. hanging or floor mounted spaces);
- (h) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
- (i) security arrangements to access the employee bicycle storage spaces; and
- (j) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
- (k) Reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness'.
- (l) provisions for the Green Travel Plan to be updated not less than every 5 years.

Recommendations

The following should be shown on the plans before endorsement:

1. A minimum 1.5m wide unobstructed footpath along the length of the George Street frontage. This may include land within and outside of the subject site title boundaries.
2. The bicycle ramp to the basement should be at a grade of 1:12 for ease of accessibility.
3. At least 18 visitor bike parking spaces, clearly marked as for visitor use:
 - a. Visitor spaces should be provided as horizontal-at-ground-level spaces.
 - b. Visitor spaces should be in publically accessible locations, with convenient access to building entrances, lift shafts, etc.
 - c. At least some of the visitor spaces should be located in close proximity to the supermarket entrance.
 - d. Access ways and storage spaces should be designed to comply with AS2890.3.
4. At least 44 employee / residential hotel guest spaces:
 - a. Employee/guest spaces should be provided in a single of secure compound within the car park level.
 - b. The secure bicycle parking compound should be located to provide convenient access to end-of-trip facilities, building entrances and lift shafts.
 - c. At least 20% of bicycle spaces within the secure compound should be provided as horizontal-at-ground-level spaces.
 - d. Access ways and storage spaces should be designed to comply with AS2890.3.
5. A minimum 40A single phase electrical sub circuit installed within the car parking areas, to allow for the future provision of electric vehicle charging points.

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

Julian Wearne

Sustainable Transport Officer
Strategic Transport Unit

Attachment 9 - External Urban Design Referral Advice



Urban Design Memo

To:	Sarah Thomas	Date:	28/05/2018
Company:	City of Yarra	From:	Hansen Urban Design
RE:	81-89 Queens Parade, Fitzroy North		

Thank you for the opportunity to review the application package for the proposed 8 storey mixed use development at **81-89 Queens Parade, Fitzroy North**. We have reviewed the plans prepared by COX, dated 1 December 2017, Rev 1 and inspected the site and the surrounds as well as reviewed the relevant background information including the Yarra Planning Scheme and the Planning Assessment Report prepared by Contour, dated December 2017.

We are generally supportive of the proposal and consider that an expertly crafted architectural response has been proposed. Our assessment in relation to urban design matters is set down below:

Site and Context

The subject site is located within a wedge-shaped city block, bounded by Queens Parade (and its service road) to the north, George Street to the east, Alexandra Parade to the south and Napier Street to the west. Further to the west, at the wedge/intersection of Queens and Alexandra Parade is a small park.

The northern section of this city block, with frontage to Queens Parade is defined by large commercial/warehouse uses, whereas land to the south and west with frontage to Alexandra Parade and Napier Street accommodate finer grain residential uses.

The subject site is an irregular shape with a 54.51m frontage to Queens Parade and an 86.57m frontage to George Street with a total area of approximately 3,223m².



Subject site and surrounding area

hansen partnership
melbourne | vietnam

level 4 138 exhibition st
melbourne vic 3000
t 03 9654 8844 f 03 9654 8088
e info@hansenpartnership.com.au
w hansenpartnership.com.au

urban planning | urban design | landscape architecture

Attachment 9 - External Urban Design Referral Advice



The land currently accommodates a single storey painted brick building which is vacant but was formally used for commercial/warehousing purposes. The site has the following interfaces:

- To the immediate **north**, is the Queens Parade service lane. Queens Parade itself is a 60m wide road, consisting of a service lane on the northern and southern side, 2 lanes of 2-way traffic, pedestrian footpaths and an avenue of street trees. On the opposite side of the road is a 5-storey apartment development at 86 Queens Parade.
- To the immediate **east** is George Street, a 20m wide road connecting west moving traffic to Alexandra Parade. On the opposite side of the road is former industrial land known as the Fitzroy Gasworks site. This site is to be redeveloped by Development Victoria, as a mixed-use precinct comprising education, residential and other uses. The existing conditions however comprising single storey industrial building and open storage areas.
- To the immediate **south**, is a 3m wide laneway providing rear access to the subject site and dwellings with frontage to Alexandra Parade. On the opposite side of the laneway is 161-177 Alexandra Parade, all are attached single storey attached terraces except for 175-177 Alexandra Parade, which is a 2 storey commercial premises sited on the corner of Alexandra Parade and George Street.
- To the immediate **west**, is 71 and 79 Queens Parade, both of which are attached single storey commercial/warehouse premises. Further the west is 67 and 69 Queens Parade, both of which are single storey attached terraces.



Subject site



Looking north east along Queens Parade



Apartments opposite site



Looking south along George Street, Gasworks opposite



Napier Street, looking south



Terraces with frontage to Alexandra Parade

Attachment 9 - External Urban Design Referral Advice



Planning and Design Framework

The site is located within the **Commercial 2 Zone (C2Z)**. The purpose of the C2Z is:

- *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

The subject site is also located within the **Special Building Overlay (SBO)**, the purpose of which is:

- *To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.*
- *To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*
- *To protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).*



Zoning map extract



SBO map extract

The following State and Local planning policies are considered relevant:

- Clause 09 – Plan Melbourne;
- Clause 11.06 – Metropolitan Melbourne;
- Clause 15 – Built Environment and Heritage;
- Clause 16.01 – Residential Development;
- Clause 21.03 – Vision;
- Clause 21.05 – Built Form;
- Clause 21.08 – Neighbourhoods;
- Clause 22.03- Landmarks and Tall Structures;
- Clause 22.05 – Interface Uses Policy;
- Clause 22.07 – Development Abutting a Laneway; and
- Clause 22.10 – Built form and Design Policy.

Other relevant documents:

- Queens Parade, Built Form Review Final Draft, 2017;
- City of Yarra Urban Design Strategy, 2011;
- City of Yarra Built form Review, 2003;
- Higher Density Residential Development Guidelines, 2004;
- Victorian Urban Design Charter, 2010; and
- North Fitzroy Former Gasworks Urban Development Framework (Council Adopted, 2008).

Attachment 9 - External Urban Design Referral Advice



The Proposal

The proposal is for an 8-storey (34.8m) mixed use development comprising:

- 8 storey building with 2 levels of basement car parking. The basement car park is accessed via the north west corner of the site from the Queens Parade service road.
- At ground level a 1,732m² supermarket with frontage to George Street and the rear laneway widen to accommodate loading facilities.
- At ground level on the Queens Parade frontage, there are 2 centrally located entries, one forming a lobby for the office use at levels 5 to 7 and the other for the serviced apartments on levels 1 to 4.
- Levels 1 to 4 inclusive are dedicated to serviced apartments, providing a range of studio, 1 and 2-bedroom units. The apartments are arranged around the perimeter of the building with gym, conference room etc located centrally around the lift and stair core. Each apartment is provided with outward facing balcony.
- Levels 5 to 7 inclusive are dedicated office spaces with perimeter balconies and services located centrally around the lift/ stair core.
- The proposal is built to its George Street frontage and the western boundary at ground level. Along its Queens Parade frontage, the ground level is setback 3m and from its southern rear boundary, it is setback by 3.9m to facilitate widening of existing laneway.
- At level 1 the proposal is setback 4.5m from the western boundary. At level 5 the setbacks increase to 7.1m to Queens Parade, 5m to George Street, between 6.2 and 15m to the south boundary and 4.5m to the west boundary.



View from Queens Parade, artist impression

Attachment 9 - External Urban Design Referral Advice



Urban Design Assessment

There is no doubt that this part of North Fitzroy is undergoing a considerable change, where public transport and services are readily available. This is consistent with strategic directions found in Plan Melbourne and State Policy (Clause 11, 15 and 16). Local Policy also generally provides support for more intensive development to be accommodated along higher order road (such as Queens Parade), where residential, or heritage sensitivities can be managed successfully.

Despite being located outside the Queens Parade NAC proper, the site is surrounded by light industrial sites, ripe for future renewal as demonstrated by the State Government led urban renewal project of the Former Gasworks site across George Street and the proposed mixed-use development at 26-56 Queens Parade across the road. They demonstrate the site does not sit in a static urban context, where some moderate to high level of change can be anticipated in the short to long terms.

Strategic Context and Urban Structure

While the site has not been identified as a Key Redevelopment Site (KRS) under Clause 21.08-8, its notable size, multiple street frontages (3 sides), limited immediate residential sensitivity and absence of on-site heritage constraints mean there is some 'give' in facilitating greater development opportunity of a commercial nature on this site.

Potential heritage properties exist along the southern end of Napier Street (as identified in GJM report) in low scale, fine grained format. A successful 'fit' for an 8-storey form in this context will be subject to its ability to mitigate visual impact on these heritage properties when viewed from the public realm.

We consider that the proposed scale and street wall response to be generally appropriate for the following reasons:

- The 8-storey proposition at approximately 29.8m is marginally over the preferred 28.5m (8 storey) measurement found in QPBFR (Draft). This marginal difference is unlikely to result in any perceivable amenity, or visual impact in the immediate or wider contexts.
- We are also mindful of Clause 22.03 (Landmarks and Tall Structures) which seeks to maintain the prominence of Yarra's valued landmarks. The Shot Tower on Alexandra Parade is over 700m to the east of the site and the spire of St John's Church is over 500m to the east, both are identified landmarks. The 8-storey proposal, located on topographically lower ground is unlikely to have any visual impact on these landmarks.
- Currently, this part of Queens Parade is characterised by a mix of low rise light industrial and residential forms, with some recent mid-rise infill on the north side. An 8-storey form represents a reasonable transition between potential high-rise infill forms (up to 14 storey form on the Former Gasworks site), a potential 10 storey form (on 26-56 Queens Parade) and finer grain 1-2 storey residential forms around Alexandra Parade/ Napier Street junction, where reasonable moderate infill greater than 2 storey can reasonably be expected. In other words, we consider that the proposal successfully steps down the slope of the land as it transitions to low rise terraces along Napier Street and the important intersection of Queens and Alexandra Parade.

Attachment 9 - External Urban Design Referral Advice



Site Layout

The proposed site plan has a clear structure, that maximises continuous active frontage and uninterrupted pedestrian flow around the Queens Parade/ George Street junction. Vehicular access and servicing have generally been compartmentalised at site edges (north western corner and along the southern laneway) to good effect. This helps the development address the visually exposed corner successfully. This access arrangement also assists in establishing a degree of separation from its abutting sites, further complementing the site's configuration and size.

Pedestrian entries are arranged along the Queens Parade frontage in a staggered format through varied setbacks, terraced steps and each entry point is framed by landscape 'pods'. While this strategy is generally sound, a more careful assessment around sight lines and desire pedestrian lines, including facilitation of a more seamless pedestrian experience around each entry points are crucial. For example, the 'pinch point' around entry to Service Apartment may benefit from reorganisation of the landscape pod to avoid pedestrian being directed to vehicular zone. Further chamfering of the supermarket corner will assist with improving sightline to office/ service apartment entries from the eastern approach.

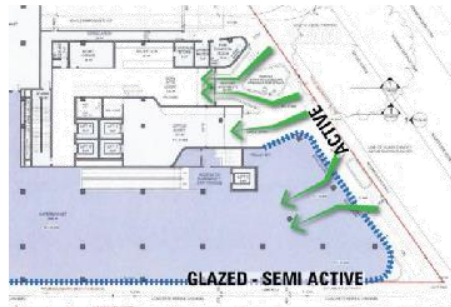
Whilst we appreciate the 'shared zone' treatment around basement entry/ crossover/ driveway by applying same material treatment along pedestrian zone to slow down traffic, we also encourage the Applicant to consider extending such treatment onto the public realm to be truly knitted into its context. Clarification with regards to how existing tree removal and retention and the modified vehicular crossover can successfully be managed is required.

We appreciate the provision of bike parking located at ground level and easily accessible from the private and public realm. Further clarification to its design treatment will need to be further explored and explained so to avoid the assumption that these are mere bike racks placed on grass verge as well as updating architectural render (page 34/04 of the Urban Context Report) to assist with visual understanding.

as well as updating architectural render (page 34/04 of the Urban Context Report) to assist with visual understanding.

We also make the following general observations:

- We note the SBO requirement for a raised floor level and we are supportive of the ramp and stepped arrangement proving permeable access to the site's key frontage and access points.



Active frontage to both street frontages



Entry arrangements

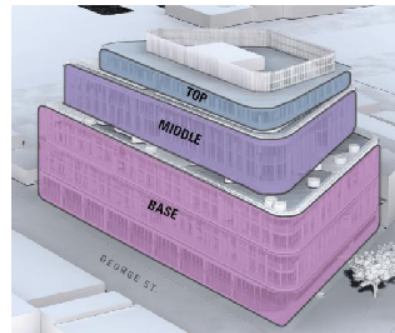
Attachment 9 - External Urban Design Referral Advice



- We consider that the ground level setback of approximately 3.5m (minimum) to be acceptable in terms of access and circulation.
- We support the inclusion of weather protection along both street frontage.
- We recommend that some regard is given to the layout of the supermarket to ensure that an active open façade is provided and not 'blocked off' by lifestyle images and the like. We also consider that some regard should be given to the integration of signs. Any signs should be incorporated into the architecture and not clutter and detract from the streetscape or architecture.

Massing and Building Design

A 5-storey street wall definition is generally consistent with the preferred measure found in QPBFR and an upper level setback that is greater than 7m from its Queens Parade frontage, or greater than 5m from its George Street frontage are sufficient to clearly put a greater emphasis on the lower levels, visually reducing the dominance of upper levels. These setback measures also ensure the boulevard effect remain prominent in the streetscape (to Queens Parade) and a comfortable pedestrian scale is achieved along George Street, where the street profile is narrower.



Proportions

As the building rises, greater setbacks are provided from the south western corner in response to heritage/residential sensitivity. A more consistent increase in setback line from its street frontages also assist in reducing the prominence of the upper levels to good effect. The upper most level, sits as a cap, completing the architectural form. As this capping element is highly recessive, it is will only be visible from distant oblique views. The services on the roof have been appropriately sited and screened so that they do not detract from the overall architectural response of the proposal.

The overall elevation has a successful sense of depth and 3-dimensionality achieved by adopting continuous double height void with balconies (within upper levels) setback from the primary façade line. The overall building mass is further articulated by adopting a hit and miss floor arrangement to avoid a wedding cake profile. Further, each elevation has adopted a continuous vertical rod façade with climber planting to minimise the effect of visual bulk despite its overall breadth and height. Visible ceilings appear to be timber lined, contributing to the overall façade articulation. The overall massing strategy has been enhanced by its intelligent façade and material treatment, including material palette referencing its light industrial and heritage context. When viewed in the round, the overall form appears dynamic and cohesive, whilst also providing a 'calm' backdrop to its heritage surrounds.

Attachment 9 - External Urban Design Referral Advice



Along its common western boundary, the proposal presents a party wall construction at ground level and a minimum 4.5m setback to balcony line above (levels 1 to 7). While that a duplicated 4.5m setback at 79 Queens Parade will achieve the preferred 9m building separation for residential setting, we are cognisant that such expectation may limit its development opportunity, noting a narrower site profile of 10.5m. Whilst we generally support the provision of 4.5m setback along its western boundary, there is also an expectation for future redevelopment at 79 Queens Parade to be built to boundaries for the first 5 levels with some upper level setback above. We encourage the Applicant to consider future redevelopment opportunity on its adjoining site and its cumulative streetscape effect.

The use of lightweight, double façade system with floor plates setback behind the primary façade line ensures that a sense of openness and visual permeability are achieved along this important corridor and assist in mitigating any potential detrimental effects of the street wall and overall height in terms of excessive visual bulk.

From its southern boundary, the proposal is setback between 3.9-7.1m. In addition to existing spatial separation provided by existing laneway (approx. 3m wide), the resulting building separation of up to 10m is considered adequate.

Whilst we are generally supportive of the proposal, we are mindful that the proposal cast new shadow to the south onto the private open space of the dwellings with frontage to Alexandra Parade. This new shadow is largely confined to the morning, primarily between 9am to 11am. To this southern interface, we recommend a marginal increase to upper level setback (level 3 and 4) to reduce overshadowing impact onto adjoining private open space. This increased setback will also assist in further mitigating any perception of overwhelming form.

Function & Amenity

As discussed in 'Site Layout' section, we are generally supportive of the site layout strategy with minor refinement to further improve site legibility and sense of address. Internally, we consider consolidation of vertical access core, services and communal space central to the site is logical to enable service apartments to be located around the periphery with access to outlook and amenity.

With the knowledge that the apartments are serviced apartments, where only short stays will occur, we support the inclusion of internalised bedrooms, relying on borrowed light. Ideally, we would have preferred that the apartments were BADs compliant, to ensure an excellent amenity outcome. However, we are aware that short term accommodation has different amenity considerations and the strict application of BADs in this instance is not required. We note that each apartment is provided with a balcony of a usable size and the rooms are acceptable in terms of their size with the following minimum sizes: studios 29m², 1 bedrooms 60m² and 2 bedrooms 74m².



QPBFR preferred built form outcome



Sightline from Alexandra Parade properties

Attachment 9 - External Urban Design Referral Advice



Conclusion

From our independent urban design appraisal of the context, surrounding development and the emerging policy framework we are generally supportive of redevelopment opportunity of this site. We have limited recommendations that may be considered to assist with further refining the urban design outcomes of the proposal, noting:

- We encourage the Applicant to consider the future redevelopment opportunity on adjoining sites and its cumulative streetscape effect if this property is constructed to the site boundaries.
- Review the entry point around the Serviced Apartments to redirect pedestrians away from the basement vehicle crossover.
- There is some potential to improve sightlines to the Office entry by increasing the chamfer of the corner of the Supermarket.
- Additional details regarding the design of the crossover to the basement and the location of the bicycle racks.
- Regard should be given to the integration of future signage.
- Consider increasing the setbacks of levels 3 and 4 to improve sight lines from the Alexandra Parade properties.
- Revisit the shadow impact to the south to ascertain if the extent of new shadow can be further reduced.

Should you have any further enquiries, please don't hesitate to contact us on 9664 9841.

Yours faithfully,

Urban Design Team

Hansen Partnership Pty Ltd

28 May 2018

Attachment 10 - Internal Urban Design Referral Advice



MeMO

TO: Sarah Thomas (Statutory Planning)
FROM: Blake Farmar-Bowers (Urban Design)
DATE: 18 May 2018
SUBJECT: 81 - 89 Queens Parade, Fitzroy North
APPLICATION NO: PLN17/1113– Development plan application
DESCRIPTION: The development would allow for the construction of a 9 storey building (including the stair enclosure to the roof level, plus basement levels), use part of the land for a residential hotel (Serviced apartments), alteration of access to a Road Zone (category 1), reduction in the car parking requirements associated with a residential hotel (serviced apartments), supermarket and offices (permit not required for supermarket or office uses).

COMMENTS

Urban Design comments have been sought on the above application, in particular on the proposed public realm and streetscape improvements.

(Comments refer to application drawings available online as at 28 February 2018)

Comments are provided below and as per attached annotated plan and section.

Drawing Coordination

Ensure drawings from all disciplines are co-ordinated. Status of existing tree (at splitter island) and bicycle hoop number vary between Architecture and Landscape documentation packages.

George Street

Refer to comments provided by Engineering Services regarding footpath and vehicle crossover pavements.

Relocate of 2 No. northern poles to 300mm back of kerb to attain an accessible path of travel along the building line. Ensure revised light pole arrangement meets required lighting levels and standards.

Queens Parade

Ensure a minimum 1800mm wide footpath is reinstated along the Queens Parade title boundary to create a continuous accessible path of travel. 2300mm is preferred to match in with footpath to east (in front of 71 Queens Parade) and to allow for furniture clearances as noted below.

Define the type of material proposed within the title boundary adjacent to Queens Parade footpath. If this surface is proposed to be an extension of the asphalt footpath the site boundary should be clearly demarcated.

All proposed streetscape materials and fixtures should be as per Technical Notes: City of Yarra Public Domain Manual and Yarra Standard Drawings.

Stepped Building Access

Ensure the Queens Parade steps between the footpath and podium are compliant with all relevant standards. Ensure all tactile indicators and handrails are located within development title boundary.

Clearance adjacent to the building facade will be reduced- refer to attached sketch.

Review setting FFL closer in height to footpath levels.

Attachment 10 - Internal Urban Design Referral Advice

Ramped Building Access

Additional clearance is required between the base of the Queens Parade ramp and the George Street footpath. This ramped surface may create potential conflict with pedestrian circulation particularly given the likelihood of trolleys associated with supermarket use.

Ensure ramp is compliant with all relevant standards including relevant side treatment or edge protection.

Review setting FFL closer in height to footpath levels.

Street Furniture - Public Seating

We recommend that public seating is provided along Queens Parade to accommodate anticipated use within the public realm.

Seats with backs and armrests are preferred and may be located within Queens Parade nature strip. To maintain adequate clear paths of travel (recommended minimum 1800mm) align seat footing behind 2300mm wide footpath as shown in attached section.

All proposed streetscape fixtures should be as per Technical Notes: City of Yarra Public Domain Manual.

Bicycle hoops

Refer to comments provided by Sustainable Transport.

To accommodate likely numbers of bicycle user's two banks of 4 No. bicycle hoops are recommended.

Additional bicycle parking is desirable in closer proximity to the proposed Supermarket entries. Refer to the attached sketch illustrating preferred locations.

All proposed streetscape fixtures should be as per Technical Notes: City of Yarra Public Domain Manual, with all required clearances to be dimensioned.

Trees – Queens Parade

Existing street trees along Queens Parade should be retained and protected.

Locate trunks of all tree canopies shown. Ensure all recently planted English Elms (2016) are located on drawings.

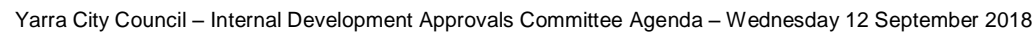
Refer to attached aerial below.



Queens Parade Service lane

The existing 'no through' service lane arrangement is likely to be unsustainable when the proposed development is completed. Further investigation is required to find a suitable outcome to address vehicle circulation and parking.

Repair 'Hen's tooth' basalt rock edge along the grass median strip in front of Queens Parade frontage.



1:20

F.F.L. 23.1

1.6m

1.1m

3.5m

PROPERTY BOUNDARY

R.L. 23.54

2.3m

ASPHALT FOOTPATH.

MIN. 1.00m WIDE CLEAR PATH OF TRAVEL

YCC STANDARD TIMBER SEAT WITH BACKS. LOCATE FOOTING BEHIND ASPHALT FOOTPATH.

GRASS NATURE STRIP. (2 FOOTINGS)

6.8m

ENSURE STEPS ARE COMPLIANT WITH ALL RELEVANT STANDARDS. ENSURE ALL TACTILE INDICATORS AND HANDRAILS ARE LOCATED WITHIN DEVELOPMENT TITLE BOUNDARY.

ASPHALT FOOTPATH - MINIMUM 1.8m WIDE PREFERRED 2.3m WIDE

Attachment 11 - Heritage Referral Advice

City of Yarra Heritage Advice

Application No.: PLN17/1113

Address of Property: 81 - 89 Queens Parade, Fitzroy North

Planner: Sarah Thomas

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

Heritage Overlay No. Not in a HO **Precinct:**

Abuts HO 93 Queens Parade, between Alexandra Parade & Delbridge Street Clifton Hill/
North Fitzroy. Street Trees.

Level of significance:

None.

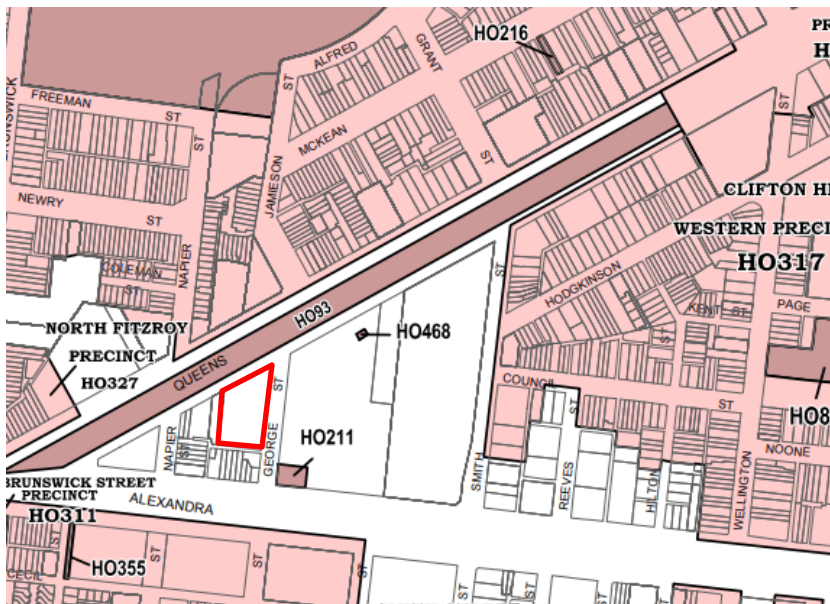
Proposal

Construction of an eight level building above a two level basement. Removal of a mature tree from Queens Parade and some alteration to traffic control infrastructure.

Drawing Numbers

Drawings from Council file, photomontages and the like by prepared by Cox Architects, and with Council date stamp 14 Mar 2018.

Context



Attachment 11 - Heritage Referral Advice

There is no Heritage Overlay anywhere near the development site other than for Queens Parade itself which is included in a Heritage Overlay specifically to protect the street trees.

Queens Parade has been the focus of multi-level development over at least the last 10-15 years and including the approved development on the K G Luke site (No 26 – 56 Queens Parade), which is diagonally opposite this site. This part of Queens Parade has historically and more recently been the location of timber yards, industrial sites, gasworks and the Council Depot and as such it has been a concentration of industrial and commercial sites in contrast to the housing in Queens Parade and Fitzroy North.

Further Queens Parade is a major thoroughfare with medians and side service roads and mature street trees so the impact of any development will be mitigated to some extent by the built form context and the nature of the roadway.

Assessment of Proposed Works

Demolition

There are no heritage concerns with the demolition of all of the fabric.

The Proposed Built Form

The site is a “greenfields” site with no heritage abuttal other than to Queens Parade. Given its nature I consider the bulk, scale and height to be acceptable.

Colours and Materials

Timber cladding to the soffits is acceptable provided that the edges are protected from the weather with a metal cover strip - say approximately 300mm deep. Timber cladding to the walls where they are exposed to the weather is not to be used as the appearance of the timber will deteriorate and given the location on a major boulevard this will be unacceptable – there are numerous examples of degraded timber in Yarra and which should be avoided for the future.

Perforated metal mesh is also unacceptable as it is hard to maintain and its appearance soon becomes unsightly. Already there is an examples of an unmaintained and poor appearance of metal mesh on a recently completed building in Wellington/Peel Street, Collingwood.

The purposed of the metal rod screen appears to be to grow creepers on some or all of the rods. There are several examples of screens on recently constructed buildings which have a poor appearance. I am not sure what control there might be over maintaining, or even planting, creepers. There needs to be some control to ensure that the creepers are maintained and make an aesthetic contribution.

Street Tree

As Queens Parade has been included in a Heritage Overlay to specifically protect the street trees (*Platanus*) which are fundamental in creating its character as a leafy boulevard, removal of one tree to accommodate a new vehicle crossover is unacceptable. Given the large size of the site and the abuttal of two street frontages and the existence of the HO, I would have thought that the vehicle entrance could have been located/designed so as to avoid removing any trees.

Attachment 11 - Heritage Referral Advice

Recommendation / Comments:

Approved but subject to:

No street trees are to be removed.

Deletion of all timber cladding where it will be exposed to the weather. Preferably delete the timber wall cladding and use another material.

Delete the perforate metal mesh and use another metal which can be maintained.

Reconsider the metal rod screen e.g. delete it and have only the clear balustrades. Ensure that there is some control to ensure that any creepers are maintained and make an aesthetic contribution.

Signed:

A handwritten signature in black ink, appearing to read 'Riddett', is written over a faint, light-colored rectangular stamp.

Robyn Riddett

Director – Anthemion Consultancies

Date: 9 July, 2018