

YARRA CITY COUNCIL
Internal Development Approvals Committee
Agenda

**to be held on Wednesday 7 November 2018 at 6.30pm
in Meeting Rooms 1 & 2 at the Richmond Town Hall**

Rostered Councillor membership

Councillor Danae Bosler
Councillor Daniel Nguyen
Councillor Jackie Fristacky (substitute for Cr Misha Coleman)

- I. ATTENDANCE**
Vicky Grillakis (Co-ordinator Statutory Planning)
Sarah Griffiths (Senior Co-Ordinator Statutory Planning)
Cindi Johnston (Governance Officer)
- II. DECLARATIONS OF PECUNIARY INTEREST AND CONFLICT OF INTEREST**
- III. CONFIRMATION OF MINUTES**
- IV. COMMITTEE BUSINESS REPORTS**

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



Guidelines for public participation at Internal Development Approval Committee meetings

POLiCY

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

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

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

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

**Governance Branch
2008**

1. Committee business reports

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1.1 PLN16/1116 - 341-347 George Street, Fitzroy - Part demolition for the construction of a mixed-use building and a reduction in the car parking requirements

Executive Summary

Purpose

1. This report provides Council with an assessment of Planning Permit Application PLN16/1116 which affects the land at No's 341-347 George Street, Fitzroy. The application is for part demolition for the construction of a mixed-use building and a reduction in the car parking requirements.

Key Planning Considerations

2. Key planning considerations include:
 - (a) clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay;
 - (b) clause 34.01 – Commercial 1 Zone;
 - (c) clause 43.01 – Heritage Overlay;
 - (d) clause 43.02 – Design and Development Overlay (Schedule 10);
 - (e) clause 52.06 – Car parking; and
 - (f) clause 53.06 – Live music and entertainment noise.

Key Issues

3. The key issues for Council in considering the proposal relate to:
 - (a) Strategic context;
 - (b) Built form;
 - (c) On and off-site amenity;
 - (d) Car parking and engineering;
 - (e) Objector issues; and
 - (f) Other matters

Objector Concerns

4. A total of 36 objections were received to the application. Issues raised in these objections can be summarised as follows:
 - (a) The development would be out of character with the surrounding area and heritage impacts;
 - (b) Excessive building height, insufficient upper setbacks and visual bulk impacts;
 - (c) Overshadowing and loss of daylight;
 - (d) Overlooking;
 - (e) Inadequate on-site car parking, bicycle parking and traffic impacts;
 - (f) Lack of universal accessibility of apartments;
 - (g) Loss of views;
 - (h) Noise; and
 - (i) Lack of landscaping.

Conclusion

5. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported subject to the following key recommendations:
 - (a) Plans amended to show the changes shown on the submitted sketch plans, as follows:
 - (i) Addition of male and female end of bicycle trip facilities including showers/ toilets/ lockers and change areas,

- (ii) The number of moveable shading screens to be increased including their material changed from white perforated metal shutters to a timber finish,
- (iii) Northern terraces amended to include cut-outs for daylight access to the level below; and
- (iv) Wall cladding colour changed to a dark grey finish on floor 3.

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1.1 PLN16/1116 - 341-347 George Street, Fitzroy - Part demolition for the construction of a mixed-use building and a reduction in the car parking requirements

Trim Record Number: D18/179169

Responsible Officer: Senior Coordinator Statutory Planning

Proposal: The application is for part demolition for the construction of a mixed-use building and a reduction in the car parking requirements.

Existing use: Office

Applicant: Mecone Pty Ltd

Zoning / Overlays: Commercial 1 Zone
Heritage Overlay (HO334 – South Fitzroy Precinct)
Environmental Audit Overlay
Design and Development Overlay Schedule 10

Date of Application: 7/12/2016

Application Number: PLN16/1116

Background

1. The application was submitted in December 2016, and following the submission of additional information, was advertised in October 2017. A total of 36 objections were received. A planning consultation meeting was held on 13 February 2018 and attended by the applicant, 17 objectors and planning officers. Following this meeting, amended 'sketch' plans were submitted by the applicant on 28 March 2018 and 5 September 2018. The modifications included in these plans are as follows;

Floor 1

- (a) Addition of male and female end of bicycle trip facilities including showers/ toilets/ lockers and change areas. This reduces the proposed northern office floor area from 254sqm to 198sqm;
- (b) The floor areas of the corridor, the two southern offices and gym slightly modified, as follows:
 - (i) Corridor increased from 63sqm to 64sqm.
 - (ii) South-eastern office reduced from 101sqm to 100sqm.
 - (iii) Remaining southern office reduced from 113sqm to 112sqm.
- (c) Door openings from offices and gym to access terrace shown;
- (d) Planter around edge of terrace;

Floor 3

- (e) Northern terraces amended to include cut-outs for daylight access to the level below, with 1.7m high translucent glazed balustrades;
- (f) 1.7m high translucent glazed screen added to north end of terrace on boundary to the Rochester Hotel;
- (g) Planters added the north and south terrace;

Floor 4 and 5

- (h) Deletion of a window on the south end of the west wall and the east end of the south wall at both level 4 and 5 and their replacement with windows facing into their balcony areas;

Floor 6

- (i) Planters added to eastern terrace spaces;
- (j) Private terrace amended to be a communal terrace on the north-east corner;

Elevations

- (k) The number of moveable shading screens on all elevations have been increased including their material changed from white perforated metal shutters to a timber batten finish;
 - (l) Colour changed to dark grey on floor 3; and
 - (m) Corrected shadow diagrams.
2. The sketch plans are attached to this report and will be referenced throughout this assessment. The assessment of the application will be based on the advertised/decision plans with conditions requiring that the changes shown on the sketch plans are formalised.

Planning Scheme Amendments

3. The following (relevant) amendments have been made to the Yarra Planning Scheme since the planning permit application was lodged (on 28 February 2017):
- (a) VC136 (Gazetted 13 April 2017) - Introduced the new clause 58 (Apartment developments) for developments of 5 or more storeys. However, clause 32.04-6 contains the following transitional provisions:
 - (i) *Clause 58 does not apply to:*
 - *An application for a planning permit lodged before the approval date of Amendment VC136.*
 - (ii) *An application for an amendment of a permit under section 72 of the Act, if the original permit application was lodged before the approval date of Amendment VC136.*
 - (b) With the application lodged 7 December 2016, clause 58 is not applicable to the current application.
 - (c) VC 148 (Gazetted 31/07/2018) - Amongst other changes the amendment has deleted the State Planning Policy Framework (SPPF) and has replaced it with a new integrated Planning Policy Framework (PPF) in Clauses 10 to 19 of the Scheme. The introduction of VC148 amended Clause 52.06 (Car parking) so that the car parking rates of Column B applies if any part of the subject site is identified as being within the Principal Public Transport Network Area (PPTN). The subject site is located within the PPTN Area and, therefore, the Column B car parking rates apply to this planning permit application which means there is no longer a requirement to provide any visitor car parking spaces as part of the proposal.

The Proposal

4. The application is for part demolition and construction of a seven storey mixed-use building and a reduction in the car parking requirements. The building is proposed at seven storeys over two basement levels and A total of 64 car spaces and 49 bicycle spaces are proposed.

Use

- (a) The building will be used for a retail space (food and drinks premises - 180sqm) at ground floor, offices at first floor (for Disability Sports and Recreation Victoria (DSR)) and 32 dwellings on the remaining floors.

- (b) A total of four DSR offices are proposed one at ground floor measuring 102sqm on the first floor measuring 254sqm, 113sqm and 101sqm, with an ancillary gym measuring 116sqm.
- (c) The 32 dwellings comprise 7 x 1 bed dwellings, 15 x 2 bed dwellings and 10 x 3 bed dwellings.

Demolition

- (d) The existing openings to George Street will be enlarged to accommodate the new entry to the food and drinks premises, offices and dwellings and full height bi-fold door to the café.
- (e) The wall to Chapel Street will be partially demolished to accommodate full height glazing to the café and DSR offices. Further intrusions will be made to accommodate the vehicle entrance and hit and miss brick work panel adjacent to the vehicle exit point (allowing drivers visibility to the street).
- (f) Parts of the west wall to Rochester Street will be demolished to accommodate services access and another hit and miss brickwork panel (for ventilation of the basement).
- (g) Part of the existing northern wall is to be retained and a new boundary wall on the east end of the laneway.
- (h) Removal of the roof.

Buildings and works

Basement

- (i) The basement extends over two levels with a total of 44 spaces provided over both levels, with 6 of these being accessible spaces;
- (j) A 20,000ltr water tank is proposed on the north side of the access ramp on the lower level, with a rubbish store in the same position on the level above.
- (k) Twelve storage cages are proposed along with 28 above bonnet storages cages on total over both levels.

Ground floor

- (l) Ground floor area will accommodate a shared entry lobby for the commercial and residential uses from George Street (with access to stair and lift core), a retail premises (cafe) 180sqm, an office 102sqm and toilets servicing these units.
- (m) The remainder of the building would accommodate the vehicle access way (from Chapel Street) two banks of double car stackers accommodating a total of 18 car spaces, a bicycle store accommodating 49 spaces, a substation and gas, fire and water services cupboards.

First-floor

- (n) Approximately half the floor-to-ceiling height of the first floor will be accommodated behind the existing retained walls. A terrace will run the entire perimeter of the building (apart from a length of new wall to the north and east boundary) with the terrace depths/new wall setbacks ranging from 1.8m to 6.19m. A landscape bed would run around the entire edge of the terraces.
- (o) This entire level would be occupied by offices (101sqm, 113sqm and 254sqm) and an ancillary gym (118sqm) which operates as part of the office (ie. not a separate use).

Second-floor

- (p) A new "floating" parapet wall is proposed (with openings to accommodate the terraces and windows on the floor below). The wall would be constructed of redbrick and would be built to all site boundaries.
- (q) This floor would contain 2 x 3-bedroom, 4 x 2-bedrooms and 5 x 1- bedroom dwellings. All of these dwellings apart from 2 would be accessible dwellings.
- (r) The level will be built to all site boundaries.

Third-floor

- (s) A new boundary wall is proposed to the northern boundary adjacent to the Rochester Hotel with a terrace balustrade occupying the remainder of the shared northern boundary with the Rochester Hotel. The following setbacks from remaining boundaries are proposed;
 - (i) Front setback of 6.2m from George Street, with a deck located in the setback;
 - (ii) 3m setback from Chapel Street with a deck located in this setback (with cut-outs to allow for improved light access to the level below),
 - (iii) Average 4.4m setback from Rochester Street with a deck located in this setback, and
 - (iv) Average 3m setback from northern laneway with a deck located in this setback (with cut-outs to allow for improved light access to the level below).
- (t) This floor will contain 3 x 3-bedroom and 3 x 2-bedroom dwellings. All of these dwellings apart from 2 would be accessible dwellings.

Fourth and fifth-floors

- (u) These levels would mirror each other and would extend along the northern boundary (adjacent to Rochester Hotel) with the following setbacks from remaining boundaries;
 - (i) Front setback of 6.2m from George Street boundary;
 - (ii) 3m setback from Chapel Street boundary,
 - (iii) Average 4.4m setback from Rochester Street boundary, and
 - (iv) 2.6m setback from northern boundary.
- (v) These floors will contain 1 x 3-bedroom, 4 x 2-bedrooms and 1X 1- bedroom dwellings. One of these dwellings would be an accessible dwelling.

Sixth-floor

- (w) A terrace would extend along the northern boundary (adjacent to Rochester Hotel) with the following setbacks from remaining boundaries;
 - (i) Front setback of 11m from George Street, with a deck setback 6.2m;
 - (ii) 4.75m setback from Chapel Street with a deck setback 3m,
 - (iii) 6.75m setback from Rochester Street with a deck setback 4.4m, and
 - (iv) 5.2m setback from northern boundary with a setback 3m.
- (x) This floor would contain 3 x 3-bedroom accessible dwellings with one being accessible.

General

- (y) Maximum height of the building will be 25.3m, not including the lift overrun.

Materials

- (z) The materials and colours schedule comprise a combination of precast concrete (to the northern boundary wall adjacent to the Rochester Hotel beer garden), masonry red brick to the new second floor boundary wall and white corrugated Lysaght steel to the floor 3 to 5 and dark grey alucobond finish to level 6. Permeable and moveable perforated metal shading screens are proposed from floor 3 to 6.

Existing Conditions

Subject Site

5. The subject site is located on the north-western corner of George Street and Chapel Street approximately 30 metres south of Johnston Street in Fitzroy. The site is located within a Commercial 1 Zone and within the Johnston Street Neighbourhood Activity Centre (NAC) west of Smith Street. The site is generally an island site with a rectangular form apart from on the north-east corner where it is inset to accommodate an abuttal with the beer garden of the Rochester Hotel to the north.

6. The site has an overall area of 1,152 square metres. The site has a primary frontage to George Street to the east of 18.1 metres, a frontage to Chapel Street to the south of 47.9 metres, frontage to Rochester Street to the west of 23 metres and frontage to a bluestone laneway to the north of 36.5 metres.

There are two vehicular access points, one to Rochester Street and the other to Chapel Street. The site is located in Heritage Overlay (H0334) with the building listed as a 'contributory' level of heritage significance.

7. The site is currently occupied by a single-storey red brick building constructed to all site boundaries and is used as Disability Sports and Recreation (DSR) head office. DSR coordinates providing a range of sport and recreation services for people of all ages and abilities and a promotional organisation for the disability and recreation sector in Victoria. DSR has been operating from the site since early 2006.
8. The site is currently used by approximately 20 office staff members within two divisions, the administration/programs area and the fundraising team. The rear of the site accommodates an internal car park, storage space for a disability equipment loan library, trailers for the schools education program and a workshop for the maintenance of sports wheelchairs. Other space within the site is leased to aligned businesses Equipment suppliers, disability sport organisations and Parks Foundation. Visitors use the site for a number of purposes including meeting with officers to find disability sport options, attending member events / information sessions or to be fitted for adaptive sports equipment from the equipment library.
9. There are no restrictive covenants listed on the certificate of title.

Surrounding Land

10. The surrounding area contains a mix of uses with commercial uses to the north/north-east; residential properties located to the north, west and east; and Fitzroy Primary School to the south. The built form is varied and contains a mixture of contemporary design and heritage buildings, including non-contributory, contributory and individually significant graded buildings.
11. Johnston Street to the north has a 20m wide road reserve and carries two lanes of traffic in each direction. On the northern side of Johnston Street and opposite the site, is a row of contemporary double storey commercial buildings on large lots used as retail showrooms. Between the subject site and Johnston Street are 7, single storey 'contributory' dwellings separated by the laneway on the northern boundary of the subject site. Private open space for these dwellings is located to the rear. Abutting these dwellings and on the south-west corner of the intersection of George Street and Johnston Street is the Rochester Hotel which is graded individually significant to the heritage overlay.
12. Opposite the Rochester Hotel on the east side of George Street is a single storey modern building used for a veterinary clinic which fronts Johnston Street. Further south are double storey dwellings being classified as "contributory" to the heritage overlay.
13. To the south of the site is Chapel Street with the Fitzroy Primary School located opposite. The school is individually significant to the heritage overlay and fronts George Street. The school is a two-storey redbrick building with a turret roof form defining its entry on the north-east corner of the building. It is setback between 12m and 15m from George Street and is generally built to the Chapel Street boundary for a distance of 21m. The remainder of the site to the rear and extending all the way to Napier Street is the school playground and basketball court.

14. To the west of the subject site on the north-west corner of the Rochester Street and Chapel Street is a single storey dwelling (individually significant) facing Chapel Street. This dwelling has a private open space area of 145 square metres to the west of the dwelling.
15. North of this dwelling is No's.178-182 Johnston Street. The Victorian Civil and Administrative Tribunal (VCAT) approved a seven storey residential and commercial building on this site (182 Johnston Street PTY LTD v Yarra CC [2017] VCAT 769) (images below). This development is currently under construction.



16. The stretch of Johnston Street between Brunswick Street to the west and Smith Street to the east is zoned Commercial 1 and within a neighbourhood activity centre (NAC). The Johnston Street NAC is located between two designated major activity centres based around the spines of Brunswick Street, 210 metres to the west, and Smith Street, 270 metres to the east, and as such, the surrounding area includes a mixture of commercial uses (taverns, restaurants, retail stores, furniture stores, restricted retail, art galleries, offices etc.), light industrial, warehouses and pockets of residential buildings. The locality is well served by various modes of public transport (including tram routes and bus routes) and a variety of community and commercial services and facilities.
17. Johnston Street, in a Road Zone - Category 1, is on the Principal Public Transport Network with bus routes 200 and 207 and night bus 966. Tram routes No.96 along Nicholson Street, No.11 along Brunswick Street and No.86 along Smith Street are within short walking distances from the subject site.

These tram routes provide direct links from the site to Melbourne CBD and St Kilda in the south, as well as the northern suburbs of Brunswick, Preston and Bundoora.

Planning Scheme Provisions

Zoning

Commercial 1 Zone

18. The subject site is zoned Commercial 1. The use of the site for office (with ancillary gym), dwellings and retail does not require a planning permit under clause 34.01-1 of the Yarra Planning Scheme as there is no specified amount of floor area in the Schedule (for office) and with the pedestrian entry being shared with the commercial entry, there is no dedicated residential entry which exceeds 2m in width.
19. Under clause 34.01-4 of the Scheme, a permit is required to construct a building or construct or carry out works.
20. Clause 34.01-4 states that a development must meet the requirements of Clause 58.
21. Decision guidelines for buildings and works are contained at Clause 34.01-8.

Overlays

Heritage Overlay (HO334- South Fitzroy Precinct)

22. Clause 43.01-1 (Heritage Overlay) states that a planning permit is required to demolish or remove a building and construct a building or construct or carry out works.

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

23. The building on the subject site is located within Schedule 334 and identified as 'contributory' to this precinct as outlined in the incorporated document.

Design and Development Overlay (Schedule 10 – Johnston Street Precinct – West of Smith Street)

24. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works. The policy requested proposed built form to address the following relevant design principles:
 - (a) *Buildings should be built to the street frontage and side boundaries of the site.*
 - (b) *Taller buildings should be setback and spaced to create new interest and variety in building forms.*
 - (c) *The form, massing, materials, finishes and detailed design of buildings respond to the preferred character of the area.*
 - (d) *Ensure active ground level frontages and designs which facilitate street level activity.*
 - (e) *The street frontage façade of infill development should complement the predominant street frontage height of nearby and abutting properties.*
 - (f) *The street façade height should not exceed three storeys or 12 metres.*
 - (g) *Development above street façade height should be set-back and not exceed four to six storeys.*
 - (h) *Setbacks should meet the following view line and amenity setback criteria:*
 - a. *Avoid increased overshadowing of street and public space between 10am and 2pm at the equinox (22 September);*
 - b. *Where sites adjoin fine grained, low rise residential development, provide a stepped transition in height at the sensitive interface to minimise amenity impacts;*
 - c. *Minimise the visual intrusion of the upper levels when viewed from footpaths or public spaces.*

Clause 45.03 – Environmental Audit Overlay

25. 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.*
26. A planning permit is not required for works under the overlay.

Particular Provisions

Clause 52.06 - Car Parking

27. 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 under this clause.
28. 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. For this reason, there is no longer a requirement to provide on-site visitor car spaces (thus this table differs from the rates specified in the Council's engineering comments. The Clause 52.06-5 requirements, the proposal provision and the subsequent shortfall are shown in the table below (based on the sketch plans):

Use	Bedrooms/ Floor Area	Rate	No. required	No. proposed	Reduction sought
Apartments	7x 1 bedroom dwellings	1 space per 1 bedroom dwelling	7	42	0
	15 x 2 bedroom apartment	1 space per 2 bedroom dwelling	15		
	10 x three-bedrooms or more apartment	2 spaces per 3 bedroom or more dwelling	20		
Office	570 sqm of Office	3 per 100sqm nett floor area	17	19	0 (+2)
Retail	180sqm of Retail	3.5 per 100sqm leasable floor area	6	3	3
Totals			65	64	1

Clause 52.34 – Bicycle Facilities

29. 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. The Clause 52.34-5 requirements are shown below:

Use	Number/ Floor Area	Rate	No. required
Dwelling	32	Residential – 1 to each 5 dwellings	6
		Visitor – 1 to each 10 dwellings	3
Office	571sqm	Employee and visitor - 1 to each 300sqm of net floor area if the net floor area exceeds 1000sqm	0
Retail (café)	180sqm	Employee and shopper - 1 to each 300sqm of leasable floor area and 1 to each 500sqm of leasable floor area respectively	0
Totals			9

30. With 49 bicycle parking spaces proposed, the statutory rate is exceeded.

Clause 53.06 – Live music and entertainment noise

31. 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.*

General Provisions

Clause 65 – Decision Guidelines

32. 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

33. *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)

34. Relevant clauses are as follows:

Clause 11.02 (Managing Growth)

Clause 11.02-1S (Supply of Urban Land)

35. The objective is:
- (a) *To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.*

Clause 11.03 (Planning for Places)

Clause 11.03-1S Activity Centres

36. 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 13.05-1S Noise abatement

37. 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

38. 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

39. 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

40. 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 15.01-4S Healthy neighbourhoods

41. The objective is:

- (a) *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

Clause 15.01-4R Healthy neighbourhoods - Metropolitan Melbourne

42. The strategy is:

- (a) *Create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.*

Clause 15.01-5S Neighbourhood character

43. 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

Clause 15.02-1S Energy Efficiency

44. 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

Clause 15.03-1S – Heritage conservation

45. The objective of this clause is:

- (a) *To ensure the conservation of places of heritage significance.*

46. Strategies include:

- (a) *Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.*
- (b) *Provide for the protection of natural heritage sites and man-made resources.*
- (c) *Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.*
- (d) *Encourage appropriate development that respects places with identified heritage values.*
- (e) *Retain those elements that contribute to the importance of the heritage place.*
- (f) *Encourage the conservation and restoration of contributory elements of a heritage place.*
- (g) *Ensure an appropriate setting and context for heritage places is maintained or enhanced.*
- (h) *Support adaptive reuse of heritage buildings where their use has become redundant.*

Clause 16.01 Residential Development

Clause 16.01-1S – Integrated housing

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

Clause 16.01-1R – Integrated housing- Metropolitan Melbourne

48. Strategies for this clause are:

- (a) *Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.*
- (b) *Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.*

Clause 16.01-2S Location of residential development

49. The objective of this clause is:

- (a) *To locate new housing in designated locations that offer good access to jobs, services and transport.*

50. Relevant strategies for this clause are:

- (a) *Increase the proportion of new housing in designated locations within established urban areas and reduce the share of new dwellings in greenfield and dispersed development areas.*
- (b) *Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.*
- (c) *Ensure an adequate supply of redevelopment opportunities within established urban areas to reduce the pressure for fringe development.*
- (d) *Facilitate residential development that is cost effective in infrastructure provision and use, energy efficient, water efficient and encourages public transport use.*
- (e) *Identify opportunities for increased residential densities to help consolidate urban areas.*

Clause 16.01-2R – Housing opportunity areas- Metropolitan Melbourne

51. Relevant strategies for this clause are:

- (a) *Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.*
- (b) *Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are:*
 - (i) *In and around the Central City.*
 - (ii) *Urban-renewal precincts and sites.*
 - (iii) *Areas for residential growth.*
 - (iv) *Areas for greyfield renewal, particularly through opportunities for land consolidation.*
 - (v) *Areas designated as National Employment and Innovation Clusters.*
 - (vi) *Metropolitan activity centres and major activity centres.*
 - (vii) *Neighbourhood activity centres - especially those with good public transport connections.*
 - (viii) *Areas near existing and proposed railway stations that can support transit oriented development.*
- (c) *Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.*

Clause 16.01-3S – Housing diversity

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

53. Strategies of this policy are:

- (a) *Ensure housing stock matches changing demand by widening housing choice.*
- (b) *Facilitate diverse housing that offers choice and meets changing household needs through:*
 - (i) *A mix of housing types.*
 - (ii) *Adaptable internal dwelling design.*
 - (iii) *Universal design.*
- (c) *Encourage the development of well-designed medium-density housing that:*
 - (i) *Respects the neighbourhood character.*
 - (ii) *Improves housing choice.*
 - (iii) *Makes better use of existing infrastructure.*

(iv) Improves energy efficiency of housing.

- (d) Support opportunities for a range of income groups to choose housing in well-serviced locations.*
- (e) Ensure planning for growth areas provides for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.*

Clause 16.01-3R – Housing diversity - Metropolitan Melbourne

54. The strategy of this policy is:

- (a) Create mixed-use neighbourhoods at varying densities that offer more choice in housing*

Clause 16.01-4S – Housing affordability

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

Clause 18.01 Integrated Transport

Clause 18.01-1S – (Land use and transport planning)

56. 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

Clause 18.02-1S – Sustainable personal transport

57. The relevant objectives of this clause is:

- (a) To promote the use of sustainable personal transport.*

Clause 18.02-2S Public Transport

58. 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

59. A relevant strategy of this clause is to:

- (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.*

Clause 18.02-4S – Car Parking

60. The objective of this clause is:

- (a) To ensure an adequate supply of car parking that is appropriately designed and located.*

61. A relevant strategy is:

- (a) *Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.*

Local Planning Policy Framework (LPPF)

Clause 21.04-1 Accommodation and Housing

62. The objectives of this clause are:

- (a) *To accommodate forecast increases in population.*
- (b) *To retain a diverse population and household structure.*
- (c) *To reduce potential amenity conflicts between residential and other uses.*

Clause 21.04-2 Activity Centres

63. The relevant objectives of this clause are:

- (a) *To maintain the long term viability of activity centres.*

64. A relevant strategy is:

- (a) *Permit residential development that does not compromise the business function of activity centres.*

Clause 21.05-1 Heritage

65. This clause acknowledges that new development can still proceed whilst paralleling the objective to retain the nineteenth century character of the City. Conservation areas seek to conserve the City's heritage places whilst managing an appropriate level of change.

66. Relevant objectives include:

- (a) *Objective 14 To protect and enhance Yarra's heritage places:*
 - (i) *Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.*
 - (ii) *Strategy 14.2 Support the restoration of heritage places.*
 - (iii) *Strategy 14.3 Protect the heritage skyline of heritage precincts.*
 - (iv) *Strategy 14.4 Protect the subdivision pattern within heritage places.*
 - (v) *Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*
 - (vi) *Strategy 14.8 Apply the Development Guidelines for Heritage Places policy at clause 22.02.*

Clause 21.05-2 – Urban design

67. The relevant objectives of this clause are:

- (a) *Objective 16 - To reinforce the existing urban framework of Yarra;*
- (b) *Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development:*

- (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:*
 - 1. *Significant upper level setbacks*
 - 2. *Architectural design excellence*
 - 3. *Best practice environmental sustainability objectives in design and construction*
 - 4. *High quality restoration and adaptive re-use of heritage buildings*
 - 5. *Positive contribution to the enhancement of the public domain*
 - 6. *Provision of affordable housing.*
- (c) *Objective 18 - To retain, enhance and extend Yarra's fine grain street pattern;*
- (d) *Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric;*
- (e) *Objective 21 - To enhance the built form character of Yarra's activity centres;*
 - (i) *Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form; and*
 - (ii) *Strategy 21.3 Support new development that contributes to the consolidation and viability of existing activity centres.*
- (f) *Objective 22 - To encourage the provision of universal access in new development.*

Clause 21.05-4 Public environment

68. 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 28.2 Ensure that buildings have a human scale at street level.*
 - (ii) *Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment.*
 - (iii) *Strategy 28.5 Require new development to make a clear distinction between public and private spaces.*
 - (iv) *Strategy 28.8 Encourage public art in new development.*

Clause 21.06 – Transport

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

Clause 21.06-1 – Walking and cycling

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

- (a) *Objective 30 - To provide safe and convenient bicycle environments:*
 - (i) *Strategy 30.2 Minimise vehicle crossovers on street frontages.*
- (b) *Objective 32 - To reduce the reliance on the private motor car.*
- (c) *Objective 33 - To reduce the impact of traffic.*
 - (i) *Strategy 33.1 Ensure access arrangements maintain the safety and efficiency of the arterial and local road network.*

Clause 21.07-1 Environmental Sustainability

71. The relevant objectives of this clause are:

- (a) *To promote environmentally sustainable development.*

Clause 21.08 Neighbourhoods

72. 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.*
73. 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

74. 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

75. 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

76. 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

77. 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. However considering the size of the site, it is not practical to provide the preferred area of land and therefore cash will be required.

Clause 22.16 Stormwater Management (Water Sensitive Urban Design)

78. 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

79. 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.

Advertising

80. The application was advertised in accordance with Section 52 of the *Planning and Environment Act 1987* [the Act] by way of 271 letters sent to the surrounding property owners/occupiers and by three signs displayed on site (facing Chapel, Rochester and George Streets). A total of 36 objections were received to the application. Issues/concerns raised can be summarised as follows:
- (a) The development would be out of character with the surrounding area and heritage impacts;
 - (b) Excessive building height, insufficient upper setbacks and visual bulk impacts;
 - (c) Overshadowing and loss of daylight;
 - (d) Overlooking;
 - (e) Inadequate on-site car parking, bicycle parking and traffic impacts;
 - (f) Lack of universal accessibility of apartments;
 - (g) Loss of views;
 - (h) Noise; and
 - (i) Lack of landscaping.
81. A planning consultation meeting was held on 13 February 2018 and attended by the applicant, 17 objectors and planning officers. No resolutions were reached at the meeting. Following this meeting, amended 'sketch' plans were submitted by the applicant on 28 March 2018 and 5 September 2018. The modifications included in these plans are as follows;

Floor 1

- (a) Addition of male and female end of bicycle trip facilities including showers/ toilets/ lockers and change areas. This reduces the proposed northern office floor area from 254sqm to 198sqm.
- (b) The floor areas of the corridor, the two southern offices and gym slightly modified, as follows:
 - (i) Corridor increased from 63sqm to 64sqm.
 - (ii) South-eastern office reduced from 101sqm to 100sqm.
 - (iii) Remaining southern office reduced from 113sqm to 112sqm.
- (c) Door openings from offices and gym to access terrace shown.
- (d) Planter around edge of terrace.

Floor 3

- (e) Northern terraces amended to include cut-outs for daylight access to the level below, with 1.7m high translucent glazed balustrades.
- (f) 1.7m high translucent glazed screen added to north end of terrace on boundary to the Rochester hotel.
- (g) Planters added the north and south terrace.

Floor 4 and 5

- (h) Deletion of a window on the south end of the west wall and the east end of the south wall at both level 4 and 5 and their replacement with windows facing into their balcony areas.

Floor 6

- (i) Planters added to eastern terrace spaces.

- (j) Private terrace amended to be a communal terrace on the north-east corner.

Elevations

- (k) The number of moveable shading screens on all elevations have been increased including their material changed from white perforated metal shutters to a timber batten finish,
- (l) Colour changed to dark grey on floor 3.
- (m) Corrected shadow diagrams.

Referrals

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

Internal Referrals

- 83. The application has been referred to the following units:
 - (a) Urban Design (Hansen Partnership);
 - (b) Heritage;
 - (c) ESD advisor;
 - (d) Engineering Services Unit;
 - (e) Waste Management; and
 - (f) Acoustic (SLR).
- 84. All comments have been included as attachments to this report.

OFFICER ASSESSMENT

- 85. The considerations for this application are as follows:
 - (a) Strategic context;
 - (b) Built form (Urban design, DDO10 and heritage);
 - (c) On and off-site amenity;
 - (d) Car parking and engineering;
 - (e) Objector issues; and
 - (f) Other matters.

Strategic context

- 86. The proposal is consistent with the various development objectives outlined in 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.
- 87. State and Local Policies (such as clause 16.01-2S) encourage the concentration of development near activity centres and intensifying development on sites well connected to public transport such as the subject site. It is clear that this part of Fitzroy is undergoing change and there is strong policy support for increased density in this area as shown through Clause 16.01-1S (amongst others).
- 88. In a strategic sense the proposal to construct a multi-storey building is consistent with the relevant State policies under clauses 11.03 and Local clause 16.01-1S and the purpose of the Commercial 1 Zone. The Commercial 1 Zone (C1Z) aims to create vibrant mixed use commercial centre for retail, office, business, entertainment and community uses. The food and drinks premises, office (with ancillary gym) and dwelling uses do not require a planning permit which demonstrates the proposed uses are specifically encouraged and supported by the zoning requirements that apply to the land.

The proposal meets the objectives and strategies of the PPF by incorporating a range of uses including increased housing and active spaces on the ground floor to create and reinforce an active street environment.

89. 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 15.03-1, 21.05-1, 21.05-2 and 22.02 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. The following built form assessment will address these issues in detail.

Built form (Urban design, DDO10 and heritage)

90. 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*), Clause 22.02 (*Development Guidelines for Sites subject to the Heritage Overlay*), Clause 22.07 (*Development Abutting Laneways*) and Design and Development Overlay (Schedule 10 – Johnston Street Precinct – West of Smith Street – DDO10). All of the provisions and guidelines support development that responds to the existing or preferred neighbourhood character.
91. Particular regard must be given to the acceptability of the design in terms of height and massing, street setbacks and relationship to nearby buildings. This assessment will consider the advice of Council's heritage advisor and Urban Design advice in light of the policy guidelines that affect the site. Consideration will also be given to two recent Tribunal decisions that provide guidance on balancing heritage considerations with competing intent of DDO10 and the C1Z which anticipate taller built form typologies. These matters, and others, will be assessed in turn below.

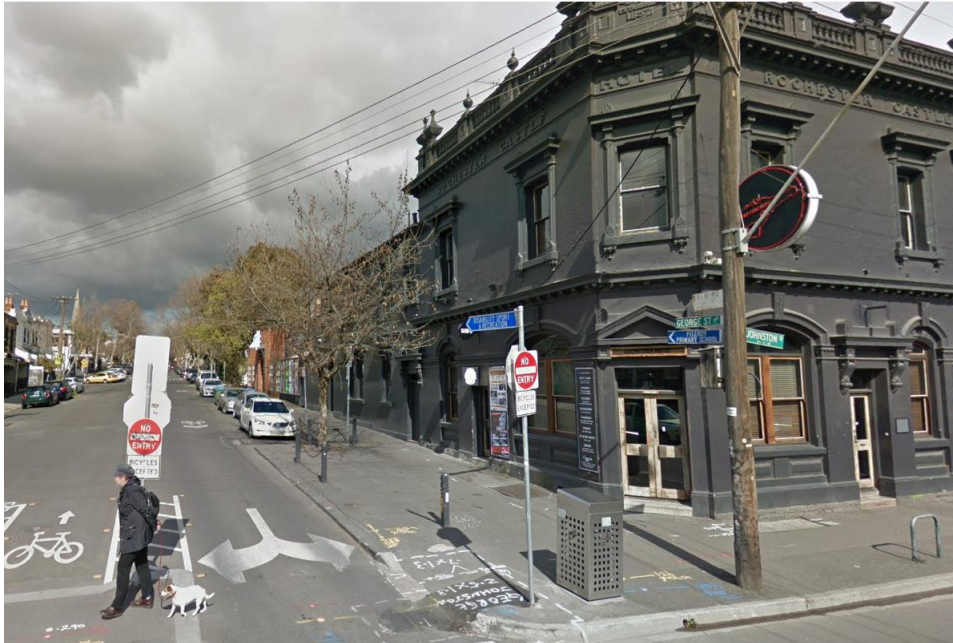
Heritage advice

92. In summary, Council's heritage advisor is accepting of the extent of proposed demolition. The advice questions the contributory status of the building indicating the building has little heritage value and states its entire demolition would be acceptable. Regardless of this, it is proposed to retain the heritage façade (albeit in a modified form) and to construct a 'floating' podium above with a further four recessed floors above the podium. The advisor is concerned the podium will appear prominent, is not supportive of overall building height and has requested the deletion of two levels. Concerns were also raised with the proposed upper floors setbacks to the north, south and east boundary, with the advisor accepting of the setbacks to George Street.
93. The advisor has argued that despite the fact the site is located in a C1Z and is affected by DDO10, the proposed built form should be more influenced by the low-rise character of the residential areas to the south and north rather than the more robust emerging character along Johnston Street. The advisor further argues that this view is supported by the fact the site fronts the residential street of George Street as opposed to directly fronting the activity centre frontage along Johnston Street. The advisor argues that along with the deletion of two levels, the setbacks of the upper floors from the north boundary should be increased to minimise the appearance of the building behind the seven single storey cottages fronting Johnston Street and the individually significant Rochester hotel. The advisor has also requested increased setbacks from the south boundary in response to the individually significant Fitzroy Primary School and increased setbacks from the west boundary in response to the individually significant dwelling on the opposite side of Rochester Street (No. 204 Chapel Street).

94. The argument that the proposal should be reduced in height by two floors to compliment the low-rise scale of the residential area to the south on George Street is not considered reasonable as it does not balance aims of the C1Z and DDO10 to increase density with heritage considerations. This argument is also weakened by the presence of the Fitzroy Primary School to the south, with a site area of approx. 3300sqm and stretching from George Street to Napier Street provides a significant buffer to the residential area. This separation will diminish visual bulk and massing issues when the proposed building is viewed from the residential areas to the south. For this reason, it is not considered appropriate to require the deletion of two levels. As mentioned earlier, there have been two recent VCAT decisions that support this view that higher built form typologies of seven stories or more can be accommodated in this immediate area and these will be discussed in further detail later in this assessment.



95. From the north, the tower element of the primary school is only visible from the intersection of Johnston Street and George Street – and forms part of the roofscape behind the Rochester Hotel. The tower element is not visible above built form along Johnston Street or further north along George Street. Therefore the only loss of views to this element would be limited to a small viewing cone between Johnston Street and Chapel Street.
96. Given these circumstances, any additional height would obscure this element (see arrow which shows the parapet height of the subject site). A reduction of two stories would make no difference to the visibility of the tower element. Given that views to the tower element would not be impacted from any other viewing point (other than between Johnston Street and Chapel Street), and is not highly visible in the wider area the removal of 2 levels on heritage grounds is not warranted.
97. Further, the tower element is not listed in clause 22.03 (Landmarks and tall structures) which seeks to “....retain important landmarks and icons which contribute to the identity of the City and to maintain view lines to key landmark sites.”



(looking south along George Street, over Johnston Street).

98. The heritage advisor also requested increased setbacks from the west boundary in response to the individually significant dwelling at No. 23 Chapel Street. One of the recent VCAT decisions mentioned earlier established a 1.5m upper level setback to Rochester Street as being acceptable (and will be discussed in further detail later). With the setbacks proposed exceeding this, the proposed setbacks are considered acceptable.
99. Further, this dwelling faces Chapel Street with only its non-ornate side wall facing Rochester Street. Clause 22.02 suggests that increased setbacks can be justified to preserve views to facades of nearby individually significant heritage buildings. However, there would be little policy support to require further upper level setbacks in response to a non-ornate side wall located opposite. For this same reason there is insufficient heritage justification to require significant modifications to the southern wall when it would be located opposite only the side wall of the school and its playgrounds.
100. In relation to the northern setbacks, the heritage advisor raised concerns with the presence of the building behind the Rochester Hotel. The generous upper level setbacks to George Street allow for the building not to appear overly prominent behind the hotel. However, given this upper part of this wall is exposed, it is considered appropriate that further detail of the wall is provided to ensure it is sufficiently articulated to be visually compatible with the heritage area, which could be addressed by way of a condition. In relation to the setbacks behind the seven single storey cottages fronting Johnston Street, like Council's heritage advisor, the urban design advice had concerns with the visibility of the building from Johnston Street behind these dwellings. Given the similarities of the heritage and urban design advisor concerns, this assessment will consider this issue in light of the concerns raised by the urban design advice.
101. In relation to proposed demolition, a full set of demolition elevations have not been provided. A condition will require this detail. While the heritage advisor was supportive of the full demolition of the building (albeit classified as a "contributory" building where full demolition is not supported by clause 22.02) it is proposed to retain parts of the façade.

Concerns were raised with the extent of demolition required to accommodate the bi-fold doors to the offices and café. Bi-fold doors, particularly those that will open over the footpath are not characteristic of the heritage character of the building. A condition will address this requiring the solid to void ratio increased (ie glazing reduced in extent), the incorporation of alternate glazing form (not bi-fold doors) with masonry plinths with all openings to be within title boundaries to ensure the integrity of the heritage façade is retained.

Urban Design advice

102. The urban design advice was predominately concerned with the appearance of the building behind these dwellings and requested the deletion of a level to allow for a more appropriate height transition. In response to this concern, the applicant submitted sketch plans changing the material colour of level 3 to a dark colour and the inclusion of a number of timber batten shading screens to the upper levels to further articulate these levels.
103. The urban designer reviewed the revised design and advised the introduction of the grey cladding to level 3 allowed for a 'negative level' /obscuring of this level behind the boundary walls with the upper levels predominantly appearing as two levels above the street wall (images below showing design before and after introduction of the grey cladding and timber screens). The inclusion of the shading screens to articulate the upper levels, along with the capacity to the rear of the single storey Johnston Street dwellings for further development would obscure the northern wall. For these reasons, the urban designers now support the development at seven storeys, as follows:
 - (a) *We are supportive of the proposal in terms of adopting a defined 3 storey brick base with a setback upper form and the use of a different architectural language. The retention and reuse of the heritage façade and base is supported and is further enhanced by the employment of a 'negative' level to distinguish new and old form (within the base) and results in the provision of a DDO10 complaint base. We were previously critical of the rather simple (bland) architectural expression of Levels 3-5. The revised proposal has now appropriately addressed our concerns by way of introducing a distinct treatment to Level 3, comprising a different and darker lysaght steel cladding colour. This assists in visually recessing Level 3 and introduces a distinction to Levels 4-5 which are expressed as a 'pair' levels. This revised presentation results an acceptable architectural expression viewed in the backdrop of Johnston Street.*



Decision plans before design revisions.



Sketch plans after design revisions.

Height, DDO10 and relevant VCAT decisions

104. The following are the most relevant DDO10 design guidelines to the current application:

- (a) *The street façade height should not exceed three storeys or 12 metres.*
- (b) *Development above street façade height should be set-back and not exceed four to six storeys. Setbacks should meet the following view line and amenity setback criteria:*
 - (i) *Avoid increased overshadowing of street and public space between 10am and 2pm at the equinox (22 September);*
 - (ii) *Where sites adjoin fine grained, low rise residential development, provide a stepped transition in height at the sensitive interface to minimise amenity impacts;*

- (iii) *Minimise the visual intrusion of the upper levels when viewed from footpaths or public spaces.*

105. In relation to the shadowing objective, the following shadow increases will occur to the public realm/street:
- (a) At 10am additional shadow to Chapel Street measures 31sqm and affects part of the southern footpath and part of the road to the front of No. 23 Chapel Street.
 - (b) By 11am additional shadow is limited to a narrow strip along Rochester Street measuring approx. 21sqm.
 - (c) At noon additional shadow measures approx. 95sqm and is limited to a narrow strip to the eastern footpath of Rochester Street and part of the southern footpath to Chapel Street.
 - (d) The public realm/streetscape does not receive additional shadow at 1pm.
 - (e) At 2pm additional shadow to George Street measures approx. 13sqm.
106. The maximum impact of 95sqm additional shadow between 10am and 2pm is considered acceptable given the large size of the site and the large number of road frontages it address (making it more difficult to minimise shadows to the street). In relation to shadowing of footpaths between these times, with only the Rochester Street eastern footpath and the Chapel Street southern footpath affected by additional shadow at noon (total area 95sqm), and the southern Chapel Street footpath receiving only 7sqm additional shadow at 9am and 1sqm at 10am, the additional shadow is not considered excessive. Further, the remainder of the southern footpath to Chapel Street between George Street and Napier Street is in full sun between these times, thus users of the footpath (which is quite narrow) will continue to enjoy reasonable access to sunlight throughout the day.
107. In relation to the shadowing to the school yard to the south, this is not public space as anticipated by the DDO10 as it is not accessible to the general public. However officer assessment of the shadows to the school ground is undertaken below (the shadow figures on the plans do not consider some existing shadow generated by the school itself).
108. Additional shadow measures approx. 218sqm at 10am, 180sqm at 11am, 220sqm at noon, 117sqm at 1pm, and 105sqm at 2pm and 120sqm at 3pm. With the school yard having an area of approx. 3000sqm (in various areas), the additional shadowing throughout the day is considered reasonable. Further the yard enjoys high levels of access to sun throughout the day and additional shadowing in the front and rear yard is limited to areas that are already shaded by large trees. Given the various areas available to sun throughout the day, the additional shadow to the school yards is considered acceptable.
109. In relation to the remaining DDO10 objectives, the street wall at 12.5m in height generally satisfies the policy. For the reasons outlined earlier, the transition to the seven single storey dwelling fronting Johnston Street is considered acceptable. The only remaining relevant objective relates to the proposed seven storeys at the subject site and its non-compliance with the maximum six storeys preferred by the DDO.

This issue has been discussed in two recent VCAT decisions, with one requiring the DDO10 height limit be imposed at No.142-144 Johnston Street and the other allowing for a height exceedance of one floor to seven stories at No's 178-182 Johnston Street (opposite the subject site on the far side of Rochester Street). Both decisions gave significant consideration to the Design and Development Overlay Schedule 10 design guidelines along with the potential emerging character of taller buildings and the impact of this future character on the existing heritage character. The following map shows these sites and the heritage grading of properties in the immediate area.



110. In relation to No's 142-144 Johnston Street, the Tribunal considered given the eastern boundary adjoins contributory dwellings, and with mainly double storey contributory dwellings to the west along the south side of Johnston Street, this part of Johnston Street is unlikely to see significant development. It was principally for this reason that the Tribunal required the deletion of a level citing these context constraints as justification for requiring the building be 6 storeys in-line with the maximum recommended by DDO1, in *Haus Fitzroy No.2 Pty Ltd v Yarra CC* [2016] VCAT 1304:

[33.3] We are very doubtful that within the immediate environs of the subject site there will be significant redevelopment which results in buildings with an overall height of six or more storeys. This factor coupled with the existing low rise character of this immediate area do not support a proposal for a building in excess of the preferred six storeys.

111. In contrast, the subject site has large non-contributory sites within the immediate vicinity; no direct residential abutments and with the single storey dwellings to the north being in one ownership (allowing for increased development capacity to the rear of these dwellings). This *Haus Fitzroy No.2* decision was relied upon by the Tribunal while determining to approve the seven storey building No.178-182 Johnston Street (opposite the subject site across Rochester Street). In this case the Tribunal argued that given the presence of larger sites of non-contributory heritage status in the immediate vicinity there was likely to be a future character of taller buildings. The decision goes on to say that once the design of the building is respectful of nearby heritage buildings (ie provide an appropriate street wall height to tie in with existing heritage façade heights and upper level setbacks to allow heritage fabric to remain the prominent feature in the streetscape), buildings in excess of the maximum six recommended by DDO10 can be considered, as follows:

182 Johnston Street Pty Ltd v Yarra CC [2017] VCAT 769:

[37] DDO10 does not include a mandatory height...

[38] It is a preferred height that could be exceeded if the objectives are met or if, taking the scheme as a whole into account, the additional height is an acceptable planning outcome.

112. The *182 Johnston Street* decision then goes on to describe how the development responded positive to the other design guidelines contained in DDO10 which was considered to justify support for the seventh level, as follows:

[46] First, the building extends to street frontages and side boundaries.

[47] Second, taller built forms are set back from street boundaries and the south boundary. It is not appropriate to set it back from the west side boundary for equitable development reasons.

[48] Third, the form and design of the building responds to the streetwall and pedestrian focus of the preferred future character.

[49] Fourth, the streetwall does not exceed three storeys or a height of 12 metres.

[50] Fifth, there is no additional overshadowing of Johnston Street between 10 am and 2 pm at the equinox. However, there is a section measuring about 10 metres long and 1.5 metres wide of additional overshadowing in Rochester Street on its east side at 2 pm at the equinox. We agree with Ms Thomas that the removal of level 5 would lessen the shadow impact to Rochester Street. However, the reduction is acceptable given the short, functional purpose of Rochester Street and its narrow width.

[51] Sixth, there is a stepped transition in height from the adjoining fine-grained, low rise cottage at 23 Chapel Street. We agree with the Tribunal in the decision relating to 142 Johnston Street that this principle does not apply just to buildings outside DDO10. The extent of stepping is acceptable in the context of the overall objectives for DDO10. There is also a stepped transition in height from the seven terrace dwellings to the east. Although the extent of stepping is not as great here as on the southern façade, it is acceptable given the form of the terrace dwellings (to which we have referred) and the intervening Rochester Street.

[52] Seventh, visual intrusion of the upper levels when viewed from footpaths and public spaces is minimised when the balconies to which we have referred are removed. The respondents made some criticism of the Rochester Street interface but intrusion is less a concern with sideages on corner sites and the 1.5 metres setback is acceptable given the narrowness and function of Rochester Street.

113. The development at the subject site provides greater setbacks to Rochester Street and the single storey dwellings fronting Johnston Street than those supported by the Tribunal (1.5m and 3.5m Rochester Street and 7m to No. 23 Chapel Street). The Tribunal also supported additional small scale shadowing to Rochester Street, similar to the additional shadow generated by the proposed development at the subject site. The subject site also enjoys the same locational attributes as No.178-182 Johnston Street in that the site is likely to form a backdrop amongst other larger developments that are likely to be accommodated on the larger non-contributory site in the immediate vicinity, a significant contributory factor in the Tribunals decision support 7 storeys at No's 178-182 Johnston Street.
114. The building at the subject site is approx. 4m taller than the approved seven storey building at No. 178-182 Johnston Street. However as acknowledged by the urban design advice, the height difference is proportionate to the larger site and its position further away from Johnston Street.

In addition, the site is bounded by three streets and a laneway (unlike that site which directly interfaces dwellings). In light of the urban design advice supporting the application, the clear direction of the Tribunal on what constitutes acceptable height and setbacks. The proposal is considered acceptable from a heritage and urban design perspective subject to conditions which reference the sketch plans and conditions to ensure the windows to the ground floor facade are respectful of the heritage character of the area.

The Public Realm & Pedestrian spaces

115. Clause 15.01-2S, 18.02-1S and 21.05-2 aims to ensure that ground level façade treatments interface positively with the street, by enhancing the pedestrian experience and creating attractive and active interfaces with the public domain. This can be achieved by designing development to provide a high level of pedestrian amenity and visual interest by incorporating well-defined entries at ground level and installing glazed areas which allow permeability into the interior spaces.
116. The proposal seeks to activate the George Street and Chapel Street footpaths by providing a clearly visible entrance point to the office, residential and food and drinks component and creates new pedestrian spaces and a more open environment at ground level. The introduction of the food and drinks premises provides for an active frontage to the street, while also increasing passive surveillance. All commercial and residential uses within the upper levels will also provide passive surveillance to the public realm. However the bi-fold doors confuse the area of public versus private space and do not create well defined entries. As such a condition will require the deletion of the bi-fold doors and the creation of more solid elements of the facade (though the reduction in area of glazing and incorporation of plinths typically found in heritage streetscapes).
117. This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. In this respect, the proposal represents an improvement in streetscape, public space quality and perceived safety. The applicant has agreed to repair the northern lane. All of these improvements satisfy public realm, pedestrian spaces and street and public space quality policies at clauses 15.01-2S, 18.02-1S and 21.05-2.

Laneway interface

118. 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.
119. There is a secondary access proposed from the laneway (for bikes/pedestrians and fire exit) but no vehicle access is proposed. This complies with policy, which encourages pedestrian entries to be separated from vehicle entries. Further the pedestrian entrance is a service entrance to the garage/bike store with the principal entry from George Street. For this reason there are no significant pedestrian safety issues associated with the entry. The urban design advice requested the wall to this door be splayed to facilitate pedestrian visibility. But for the reason outlined above and the door is a service door, it is not considered necessary to require this, especially as splaying the door will not make it more visible from Rochester Street.
120. The windows and balconies to the upper floors addressing the laneway will allow for a degree of passive surveillance, but do not unreasonably overlook private open space or habitable rooms on the opposite side of the laneway. This will be discussed in further detail later within this assessment.
121. The scale of the proposed wall abutting the laneway at three stories is considered acceptable, with a degree of articulation provided via the location of the second-floor balcony, and the upper levels provided with setbacks from this interface.

122. 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 north. The development will not obstruct the laneway and access for emergency vehicles will be maintained. The provisions of this policy will be met.

Architectural Quality

123. Subject to the changes in the sketch plans and conditions raised earlier in this report, the development is considered to be appropriately designed 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.
124. The proposed red bricks to the new street wall provides texture to the façade and will be consistent with the existing building and redbrick buildings found throughout the area. The contrasting use of redbrick to the base of the building, and darker and lighter shades in the levels above achieves a visually interesting and modulated built form outcome.
125. Overall, the proposal presents a design that has been actively informed by the adjacent heritage building and the wider streetscape and is considered to contribute to the surrounding area.

Equitable Development

126. The separation offered by George, Rochester and Chapel Streets negates equitable development concerns to the south, east and west. Equitable development opportunity is a consideration in relation to the single storey dwellings on the opposite site of the laneway to the north. Equitable development principles established through a number of VCAT decisions articulate that a three storey wall to a laneway is an acceptable equitable development outcome once the upper levels achieve a minimum 4.5m setback to the centre point of the lane. The proposal achieves compliance with these principles and so is acceptable in this regard.

On and off-site amenity

Access, layout, room depth and circulation

127. At the time the application was lodged Objective 5.3 of the DSE Guidelines 'To create functional, flexible, efficient and comfortable residential apartments' was applicable to the proposal. The circulation space within the development is considered acceptable particularly as the development can accommodate wheelchair access as also requested by clause 58 (with the sketch plans also showing wider corridors). Sixteen of the apartments are wheelchair accessible, in compliance with the 50% required by standard of clause 58. The floor layout is functional and this layout ensures each apartment has adequate outlook and access to natural daylight, with this aspect of the proposal supported by Council's ESD officer.
128. Clause 58 provides more comprehensive guidance of accessibility and circulation requirements, putting in place minimum bedroom and bathroom sizes. Standard D24 requires that main bedrooms should have a minimum width of 3m and minimum depth of 3.4m, with other bedrooms to be 3m x 3m in dimensions (any wardrobes should be additional to this). Living area dimensions (excluding dining and kitchen areas) should have a minimum width of 3.6m and minimum area of 12sqm.

129. The living rooms and bedrooms throughout the development comply with these requirements apart from 3 bedrooms (with splayed walls in apartment 3.04, 4.04 and 5.04). Given that clause 58 is not applicable to the proposal and that the accessible apartments have floor areas well in excess of those required by clause 58, these non-compliances of these bedrooms are considered acceptable.
130. Standard D25 requires that single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height. All apartments will have a minimum ceiling height of 2.7 metres. The maximum room habitable room depth is therefore calculated at 6.75 metres for single aspect rooms. Apartment 2.01, 3.01, 4.04 and 5.04 comply with this standard. The remainder of the single aspect apartments on level 3, 4 and 5 have a depth of 7m with level two having depths of 7.5m and apartment 2.11 having a depth of 9.2. As the level of non-compliance is not significant for the majority of the apartments and that clause 58 does not apply to the development, this variation to the standard is acceptable (particularly as the development achieves high levels of compliance with other aspects of clause 58).
131. Standard D17 (Accessibility) and Standard D18 (Building entry and circulation) outlines various requirements for door openings/design, circulation paths and bathroom design to ensure the internal layout meets the needs of people with limited mobility. In compliance, a minimum of 50% of the apartments would meet these requirements.
132. The proposed entry to the apartment building is clearly visible along George Street. The wide entry lobby at ground floor and lifts will allow for universal access. Within the development, apartments will have their own entry at each level which will be directly accessible from the lift or stairs.

Landscaping and site coverage

133. The site retains part of the existing contributory building which responds to the heritage context. Further with high site coverages being typical of the immediate context, the proposed non-compliance is considered acceptable. For example, the building under construction at No. 174-182 Johnston Street will have 100% site coverage and a number of buildings on the opposite side of Johnston Street also have 100% site coverage. Further the subject site currently has 100% site coverage. This outcome is acceptable.
134. Whilst the apartment building does not provide for landscaping or a canopy tree (as required by the standard D10), this is acceptable as the existing building occupies 100% of the site. As such the proposal will not change the existing landscape character, which is considered acceptable for this reason. Further as clause 58 is not applicable it would not be appropriate to require an area be provided for a canopy tree planting. The landscaping is shown to the voids at level 3, a condition will correct this.

Noise and Live Music and Entertainment Noise and patron noise

135. Of concern is that traffic noise on Johnston Street may impact residents. While not applicable to the application, Standard B24 of clause 58 (Noise impacts objectives) provides some guidance in this regard and stipulates that an acoustic report should be provided if a site is within 300m of the road that carries more than 40,000 vehicles per day. The relevant mapping on VICRoads website indicates that this section of Johnston Street carries 12,000 cars per day. On this basis an acoustic report to address traffic and tram noise is not required. Council's acoustic engineer requested that a noise assessment for traffic noise to Johnston Street however there are no planning provision in regard to this.

136. 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. Further with these items located in the ground floor car park with office uses above (not dwellings), plant and service including the car stackers would not have unreasonable noise impacts to the proposed dwellings. As such, an acoustic report is not required to address this issue.
137. However as outlined earlier in the report, the Rochester Hotel and its beer garden adjoin the site to the north. The applicant's acoustic report assessed live music in the front part of the Hotel and noise from the beer garden when at 50% capacity. Council's acoustic engineer is satisfied that the report and proposed acoustic treatment adequately treated live music noise from the front of the building. However concerns remain in relation to the possible use of the rear part of the building for live music/events and increased noise impacts from the beer garden when operating at full capacity. The operator was contacted by Council officers who confirmed the rear of the building can be used from time to time for live music or events and that music in the courtyard (while retained overall at background levels) is increased in volume when the beer garden is operating at full capacity.
138. Council's acoustic engineers provided conditions to address these items. The sketch plans also introduced glazed screens to the upper level terraces adjacent to the beer garden and placed a communal terrace adjacent to it on the top floor. Council's acoustic advisor has indicated that the further information may result in increased levels of acoustic glazing and an acoustic treatment to the northern boundary wall adjoining the beer garden; however this would not result in a significant redesign of the building. The applicant is agreeable to conditions to this effect.

Daylight, natural ventilation and energy efficiency/stormwater management

139. 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 60% (indicating best practice is achieved);
 - (c) Annual cooling loads of less than 30MJ/m²;
 - (d) A STORM report with a score of 108% that relies on 720m² the roof connected to 20,000 litre rainwater tank provided for all non-residential toilet-flushing;
 - (e) Use of low VOC interior paints and adhesives;
 - (f) LED lighting to apartments and commercial uses;
 - (g) Natural ventilation to the ground floor car park (perforated brick walls) and operable windows to ventilate the commercial and residential uses, natural ventilation single aspect apartments will be improved through the installation of fans;
 - (h) Non-residential spaces to exceed NCC energy efficiency requirements by at least 10%;
 - (i) Energy efficient lighting, heating, cooling and hot water;
 - (j) Water efficient fixtures and taps;
 - (k) 49 bicycles spaces with end of trip facilities; and
 - (l) Shading screens to upper levels.
140. Council's ESD officer raised concerns with the original application, in particular non-compliance with BESS energy requirements, daylight access to the lower level northern dwellings and poor ventilation to single aspect dwellings and offices. To address these issues the applicant has detailed 'cut-outs' in the terraces above to improve light penetration to the level below (as shown in sketch plans). Additional shading screens have also been added to the upper levels. The SMP was also updated to achieve compliance with BESS energy rating requirements. Subject to these changes, Council's ESD officer is satisfied the proposal is satisfactory from an ESD perspective.

Solar amenity and daylight to windows

141. As discussed earlier, Council's ESD office indicated that all dwellings have adequate access to daylight and all dwellings have reasonable access to sunlight. For this reason, the proposal is acceptable in this regard. Standard D26 of clause 58 requires all habitable rooms within the proposed development to contain a window within an external wall to the building, with no reliance on 'borrowed light' for any habitable rooms. The proposal complies with this standard.
142. In relation to overshadowing, the proposal does not shadow any adjoining private open space. With the dwellings on the opposite side of the northern laneway and the dwelling under construction at No's 174-182 Johnston Street being to north of the proposed development, they will not be overshadowed by the development. Additional shadow to No.23 Chapel Street will be limited to the roof of the dwelling or in shadow already cast by itself.

Overlooking

143. Clause 22.05 allows for consideration of overlooking, with clause 58 overlooking requirements used as a guide for this assessment (while not applicable). The above standard requires that any habitable room windows or balconies be located or designed to avoid direct views into the secluded private open space and habitable room windows of an existing dwelling within a horizontal distance of 9 metres. The 9m separation offered by the Rochester Street road reserve provides a compliant separation to the habitable room windows and open space at No. 23 Chapel Street and the residential development under construction at No. 174-182 Johnston Street.
144. Of relevance is overlooking to the dwellings on the opposite side of the laneway. Floor 1, 2 and 3 will employ a mix of balcony screens with 1.1m high solid balustrades with 600mm translucent glazing above and 1.7m high translucent glazed balustrades to terraces which will prevent overlooking to these open spaces (although offices do not require screening), apart from the floor 2 bedrooms. Conditions will require these bedroom windows to be treated to prevent overlooking as well. However the material legend shows clear glazing to these balconies, contradicting the floor plans. A condition will correct this.
145. The upper level windows and balconies are not treated for overlooking. However given their height above natural ground, views within the 9m 45 degree overlooking arc stipulated by the standard is limited to a minimum of 9m above natural ground level. This along with the setbacks provided to the upper levels combined with the separation provided by the laneway (minimum 6m separation) is considered sufficient to ensure overlooking from these levels is acceptable.

Private open space

146. Objective 6.1 of the DSE Guidelines is 'To ensure access to adequate open space for all residents'. The guidelines continue to state that 'If a balcony is intended to serve as private open space it should be of sufficient size to accommodate outdoor seating, with good connections between these spaces and the building's interior'. Further, objective 6.3 is 'To allow solar access to the private and shared open spaces of new high density residential units'.
147. The spaces are all directly accessible to living areas, ensuring they are of a functional size and layout. However while not applicable, both Clause 55 (Rescode) and clause 58 (BADS) provide guidance on what can be considered appropriate terraces sizes, with a minimum of 8sqm required. The table below provided by the applicant demonstrates all of the apartments meet these requirements. A number of apartments are provided with two balconies.

While the smaller balconies do not satisfy the requirements of the standard, the larger balconies do comply and so is an acceptable outcome.

LEVEL	GROSS FLOOR AREA	PRIVATE RESIDENTIAL SUITES											
		1 BED - 1 BATH			2 BED - 1 BATH			2 BED - 2 BATH			3 BED - 2 BATH		
		APARTMENT COUNT	NET APARTMENT AREA	NET BALCONY AREA	APARTMENT COUNT	NET APARTMENT AREA	NET BALCONY AREA	APARTMENT COUNT	NET APARTMENT AREA	NET BALCONY AREA	APARTMENT COUNT	NET APARTMENT AREA	NET BALCONY AREA
BASEMENT 02	1008 m ²												
BASEMENT 01	1034 m ²												
LEVEL 00	903 m ²												
LEVEL 01	727 m ²												
LEVEL 02	928 m ²	5	289 m ²	41 m ²	3	216 m ²	39 m ²	1	75 m ²	12 m ²	2	199 m ²	42 m ²
LEVEL 03	742 m ²	0	0 m ²	0 m ²	3	204 m ²	126 m ²	0	0 m ²	0 m ²	3	302 m ²	228 m ²
LEVEL 04	665 m ²	1	50 m ²	10 m ²	1	60 m ²	10 m ²	3	244 m ²	31 m ²	1	98 m ²	14 m ²
LEVEL 05	665 m ²	1	50 m ²	10 m ²	1	60 m ²	10 m ²	3	244 m ²	31 m ²	1	98 m ²	14 m ²
LEVEL 06	510 m ²	0	0 m ²	0 m ²	0	0 m ²	0 m ²	0	0 m ²	0 m ²	3	306 m ²	168 m ²

Storage

148. The original advertised plans showed each dwelling is provided with a minimum of 6 cubic metres which meets the ResCode and BADS requirements (albeit not applicable). The table below provided by the applicant show proposed internal and external storage areas and demonstrates compliance with the standard.

APARTMENT STORAGE

	INTERNAL	EXTERNAL
1 BED - 1 BATH	6m ³	4m ³
2 BED - 1 BATH	9m ³	5m ³
2 BED - 2 BATH	9m ³	5m ³
3 BED - 2 BATH	12m ³	6m ³

Site services and Waste and recycling

149. Site services are located within the ground floor car park and so are acceptable given they are located within site boundaries. A Waste Management Plan (WMP) was prepared by One Mile Grid and referred to Council's City Works Unit. They indicated the plan was acceptable apart from the following deficiencies and the associated management procedures to be undertaken. Waste collection will be carried out by private contractors with waste vehicles entering the site to collect the bins. Thus there will be no issues with bins blocking the footpaths on collection day. Council's City Works Unit requested the submitted plan be updated to address the following;

- The waste collection vehicles swept path ingress and egress to the site in the One Mile Grid letter dated 31 August 2018 must be included in/attached to the Waste Management Plan.
- clearly specify the bin cleaning schedule and who will be responsible for the bin cleaning.
- specify the washing facilities in the bin room including water supply and connection to sewer for the drain.
- specify that there will be ventilation in the bin room and the type of ventilation system proposed, and
- provide detail of how the bin room will be kept vermin proof.

150. An amended WMP reflecting all of these comments will be required via condition.

Car parking and traffic

Traffic

151. In relation to traffic considerations, this area has strong strategic justification to support buildings of this scale, along with associated car parking reductions. Given public transport options within the immediate vicinity, the site is located to take advantage of multiple modes existing public transport infrastructure within the immediate vicinity.
152. Encouraging the use of public transport as well as walking and cycling as modes of transport is central to Council's policy objectives relating to sustainable transport. Forcing developments to provide additional parking, as set out in the Scheme, will not provide any encouragement towards achieving the objectives of sustainable transport that are outlined in clauses 18.02 and 21.06 of the Scheme and will increase traffic congestion in the street and surrounds.
153. The reduced rate of on-site car parking will mean a reduced impact on traffic within the surrounding street network, which is considered a positive outcome in an area that is already experiencing significant traffic and parking congestion. The lack of available on-street car parking will also encourage office to avail of public transport and cycling options.
154. 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 along both sides of Johnston Street.
155. The applicant's parking survey indicated that on-street car parking was generally occupied during the day and peaking at 82% occupancy at 2.30/3pm, which would further discourage workers from speculatively driving to the site. Further Council's traffic engineers have not objected to the proposed car parking reduction.
156. As noted earlier the car parking requirements rate for the site have changed. At the time Council's engineers assessed the application, a reduction of 10 car spaces was required. Now a reduction of only 1 space is required. As Council engineers were satisfied with a reduction for a higher rate, it was not considered necessary to re-refer the application to them to comments on reduced rate of 1 car space. However on-balance and particularly that a reduction of only one space is required, support is recommended for the proposed reduction.
157. Objectors have requested on-site visitor parking be required, However, there is no requirement under the Scheme to provide on-site visitor spaces. A note will notify occupants of the office, café and dwellings they are not eligible for on-street car parking permit which will ensure the proposal does not generate increased demand for on-street car parking spaces. Objectors also requested traffic calming be implemented in Chapel Street given its proximity to the school. However given the size of the development it is not considered it would generate enough traffic movements to warrant the introduction of traffic calming measures (as evidenced by Council's engineering referral). For all these reasons, support is recommended for the proposed reduction.

Bicycle facilities

158. The proposal has excellent end of trip cycling facilities including 49 bicycle spaces, showers/change rooms and lockers. These facilities will go some way to encourage employees to cycle to the site, again reducing the demand for on-street car parking spaces. The number of spaces is also well in excess of the 9 required by the Scheme.

Car park access, layout and engineering conditions

159. The proposed car parking layout and access was assessed by Council's Traffic Engineers, who confirmed that the car spaces, entranceway, swept paths, basement ramp clearances and headroom clearance was satisfactory and generally meet all relevant standards and guidelines, and the dimensions of the garage were suitable for the type of car stacking system proposed. The only outstanding items to be resolved are as follows:
- (a) Detail a sight line triangle and demonstrate the perforated brick façade will allow for adequate visibility at the vehicle exit point,
 - (b) The 1:8 grade sections of the basement ramp to a minimum length of 2.5m,
 - (c) Spaces 28 and 55 to have a minimum width of 2.7m,
 - (d) Detail a wall clearance for car space 14 of no less than 300mm, and
 - (e) The dimension of the accessible car spaces to be noted and to be a minimum of 2.4m wide.
160. The applicant is agreeable to conditions to this effect. The engineers also requested standard conditions in relation to the construction of the crossovers, repairs to any damaged Council infrastructure (including re-sheeting of footpaths, repairs to the rear lane and reconstruction of pram crossover), replacement of removed street line markings, car parking sensors and signs and the provision of a Construction Management Plan. These can be addressed by way of conditions.

Objector Concerns

161. The objector concerns will now be addressed:

- (a) *The development would be out of character with the surrounding area and Heritage impacts;*
 - (i) These issues have been discussed in detail between paragraphs 90 to 125.
- (b) *Excessive building height, insufficient upper setbacks and visual bulk impacts;*
 - (i) These issues have been discussed in detail between paragraphs 104 to 114.
- (c) *Overshadowing and loss of daylight;*
 - (i) These issues have been discussed in detail between paragraphs 108 and 109 and 139 to 142.
- (d) *Overlooking;*
 - (i) This issue have been discussed in detail between paragraphs 143 to 145.
- (e) *Inadequate on-site car, bicycle parking and traffic impacts;*
 - (i) This issue has been discussed in detail between paragraphs 151 to 160.
- (f) *Lack of universal accessibility of apartments;*
 - (i) This issue has been discussed in detail between paragraphs 127 to 132.
- (g) *Loss of views;*
 - (i) The Planning Scheme does not offer any protection of views. As such this is not a planning related matter.
- (h) *Noise;*
 - (i) Objectors have raised concerns in relation to noise impacts from the Rochester Hotel on the proposed development. This issue has been discussed in detail between paragraphs 135 to 138. Objectors have also raised noise issues during the construction phase.

A condition of permit will require that a construction management plan is provided and this will allow this issue to be adequately managed.

- (i) *Lack of landscaping.*
- (i) This issue has been discussed in detail between paragraphs 133 to 134.

Other matters

162. The demolition plans only detail demolition to the façade and do not appear to show the full extent of proposed demolition. A condition will require this is corrected and detail of demolition to other facades. A number of the side setbacks were omitted from the sketch plans. A condition will ensure this information is replaced.

Conclusion

163. 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 (PLN16/1116) for part demolition for the construction of a mixed-use building and a reduction in the car parking requirement at 341-347 George 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 D-ARC Architects, received at Council on 27 September 2017 (TP10-B11 Rev M, TP10-B21 Rev K, TP10-001 Rev L, TP10-011 Rev J, TP10-021 Rev K, TP10-031 Rev M, TP10-041 Rev K, TP10-051 Rev A, TP10-061 Rev K, TP00-101 Rev G, TP40-001 Rev J, TP40-002 Rev I and TP41-001 Rev F), but amended to include:
 - (a) all details as shown in the sketch plans (received by Council on 28th March and 5th September 2018) as follows;
 - (i) Increased male and female end of bicycle trip facilities;
 - (ii) Office areas of 100sqm, 112sq, and 198sqm,
 - (iii) Widened corridor areas;
 - (iv) Planter around edge of terrace;
 - (v) 1.7m high translucent glazed screen added to north end of terrace on boundary to Rochester Hotel;
 - (vi) Northern terraces amended to include cut-outs and planters;
 - (vii) Deletion of windows on the south end of the west wall and the east end of the south wall at both level 4 and 5 and replacement with windows facing into balcony areas;
 - (viii) Private terrace amended to communal terrace to north-east corner and planters to terraces;
 - (ix) Increased number of moveable shading screens including material change from a white perforated metal shutters to a timber finish; and
 - (x) Wall colour changed to dark grey lysaght steel cladding on floor 3.

But further modified to show the following:

- (b) Accurately detail demolition to all elevations and floor plans;
 - (c) Delete landscaping from void areas to terraces at level 3;
 - (d) Dimensioned setbacks of all exterior walls and terrace balustrades to the site boundaries;
 - (e) Demonstrate the visible boundary wall adjacent to the Rochester Hotel beer garden will have an articulated finish;
 - (f) Deletion of bi-fold doors to the ground floor George Street façade, with an increased solid to void/glazing ratio to both George and Chapel Street ground floor facades through a reduction in the area occupied by glazing;
 - (g) Privacy screening to 2nd floor north-facing bedroom windows ensuring no overlooking to secluded private open space or habitable room windows within 9m; and amend external finishes legend to show translucent/glazing to north as per floor plans;
 - (h) Detail a sight line triangle and demonstrate the perforated brick façade will allow for adequate visibility at the vehicle exit point;
 - (i) The 1:8 grade sections of the basement ramp to a minimum length of 2.5m;
 - (j) Car spaces 28 and 55 to have a minimum width of 2.7m;
 - (k) Detail a wall clearance for car space 14 of no less than 300mm;
 - (l) The dimension of the accessible car spaces to be notated and to be a minimum of 2.4m wide; and
 - (m) Any alterations to the development required by the updated Acoustic Report at Condition 4.
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. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
 4. Before the development commences, an amended Acoustic Report Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Acoustic Logic dated 1 September 2017, but modified to include or show:
 - (a) An assessment of music noise from the Rochester Castle Hotel beer garden either when the beer garden is fully occupied, or when music is played at levels commensurate with those that occur when the area is fully occupied. The measurement is to be coordinated with the venue operator. If an exceedance of SEPP N-2 limits is identified at the development, façade upgrade treatments are to be implemented to ensure that the measured levels of music comply with SEPP N-2 indoors, with doors and windows closed.
 - (b) An assessment of music from the Rochester Castle Hotel ground floor dining room either while this space is used for an event with music, or while music is played at levels commensurate with those that occur when the space is used for events. The measurement is to be coordinated with the venue operator. If an exceedance of SEPP N-2 limits is identified at the development, façade upgrade treatments are to be implemented to ensure that the measured levels of music comply with SEPP N-2 indoors, with doors and windows closed.
 - (c) The octave music levels at the façade of the development determined in the assessments referred to in (a) and (b) are to be presented in the report; and

- (d) The acoustic report must make recommendations to limit the noise impacts (as necessary) inside the proposed dwellings and to the satisfaction of the Responsible Authority.
- 5. Within 3 months of the completion of the building and prior to the occupation of the dwellings, an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must assess and demonstrate the following:
 - (a) Patron noise does not exceed 30 dBA Leq in bedrooms at night and 35 dBA Leq in habitable rooms at any time, when the outdoor patron area of the Rochester Castle Hotel is fully occupied.
 - (b) Music from the venue does not exceed SEPP N-2 noise limits indoors when music is played within the venue front bar, function room and dining room, and within the beer garden.
 - (c) Mechanical plant noise from the Rochester Castle Hotel does not exceed SEPP N-1 noise limits inside apartments.
 - (d) Demonstrate that assessments of noise from the Rochester Castle Hotel have been coordinated with the hotel management.
- 6. The provisions, recommendations and requirements of the endorsed Acoustic Report, must be implemented and complied with to the satisfaction of the Responsible Authority.
- 7. Before the development commences, an amended Waste Management Plan (WMP) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the WMP prepared by One Mile Grid dated 8 September 2017, but modified to include or show:
 - (a) The waste collection vehicles swept path ingress and egress to the site in the One Mile Grid letter dated 31 August 2018 must be included in/attached to the Waste Management Plan.
 - (b) clearly specify the bin cleaning schedule and who will be responsible for the bin cleaning.
 - (c) specify the washing facilities in the bin room including water supply and connection to sewer for the drain.
 - (d) specify that there will be ventilation in the bin room and the type of ventilation system proposed, and
 - (e) provide detail of how the bin room will be kept vermin proof.
- 8. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
- 9. As part of the ongoing consultant team, D-Arc Architects or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:
 - (a) oversee design and construction of the development; and
 - (b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.
- 10. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the George, Rochester and Chapel Street footpath frontages to the site and redundant crossovers must be demolished and re-instated as standard footpath and bluestone kerb and channel must have a cross-fall of 1 in 40 or unless otherwise specified by Council:
 - (a) at the permit holder's cost; and
 - (b) 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, the tram crossing to the front of the site on the corner of Chapel Street and George Street must be demolished and re-instated in bluestone pavers:
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.
12. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:
 - (a) at the permit holder's cost,
 - (b) to the satisfaction of the Responsible Authority.
13. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the bluestone laneway to the north of the site must be repaired:
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.
14. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any 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.
15. Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.
16. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating 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.
17. 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. No pipes, ducting or protrusions from the ceiling or walls are to be installed above or within the space clearance envelopes for the car stacker devices.
18. The car stackers must be maintained thereafter to the satisfaction of the Responsible Authority.
19. 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.
20. Prior to the completion of the development, subject to the relevant authority's consent, the relocation of any service poles, street line markings, car parking sensors, service structures or service pits necessary to facilitate the development must be undertaken:
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.
21. 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.

22. 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.
23. Before the building is occupied, any wall/garage door located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.
24. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.
25. 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.
26. 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.
27. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
28. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
29. The development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).
30. 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.
31. 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.

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.

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.

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.

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.

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.

CONTACT OFFICER: Laura Condon
TITLE: Senior Statutory Planner
TEL: 92055016

Attachments

- 1** PLN16/1116 - 341 - 347 George Street, Fitzroy - Subject site.
- 2** PLN16/1116 - 341 - 347 George Street, Fitzroy - Decision plans.
- 3** PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.
- 4** PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch shadow plans.
- 5** PLN16/1116 - 341 - 347 George Street, Fitzroy - Heritage advice (decision plans).
- 6** PLN16/1116 - 341 - 347 George Street, Fitzroy - Urban Design comments (decision plans).
- 7** PLN16/1116 - 341 - 347 George Street, Fitzroy - Urban Design comments (sketch plans).
- 8** PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined ESD comments.
- 9** PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined acoustic comments.
- 10** PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Engineering comments.
- 11** PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

Attachment 1 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Subject site.

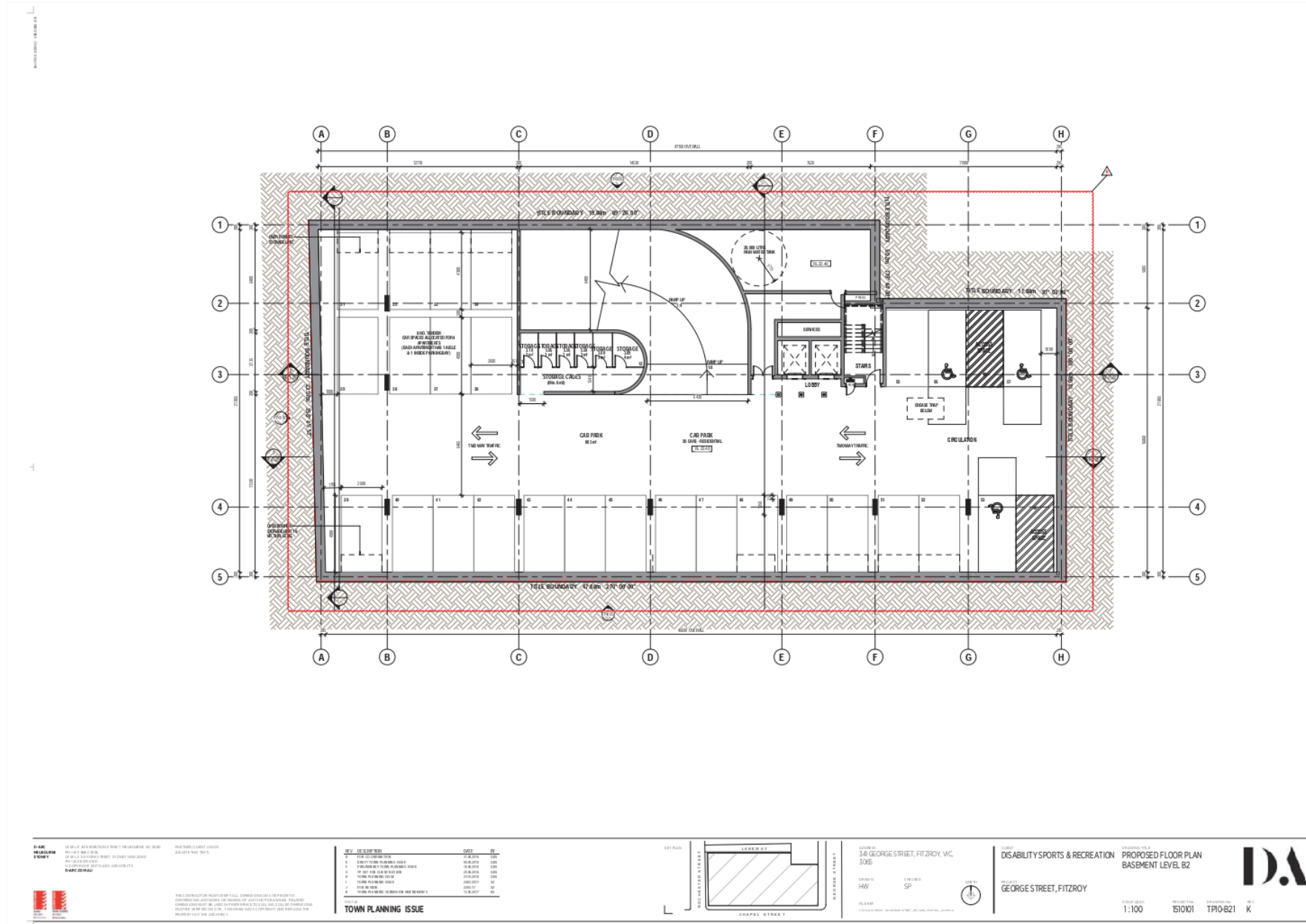
PLN16/116- 341-347 George Street, Fitzroy



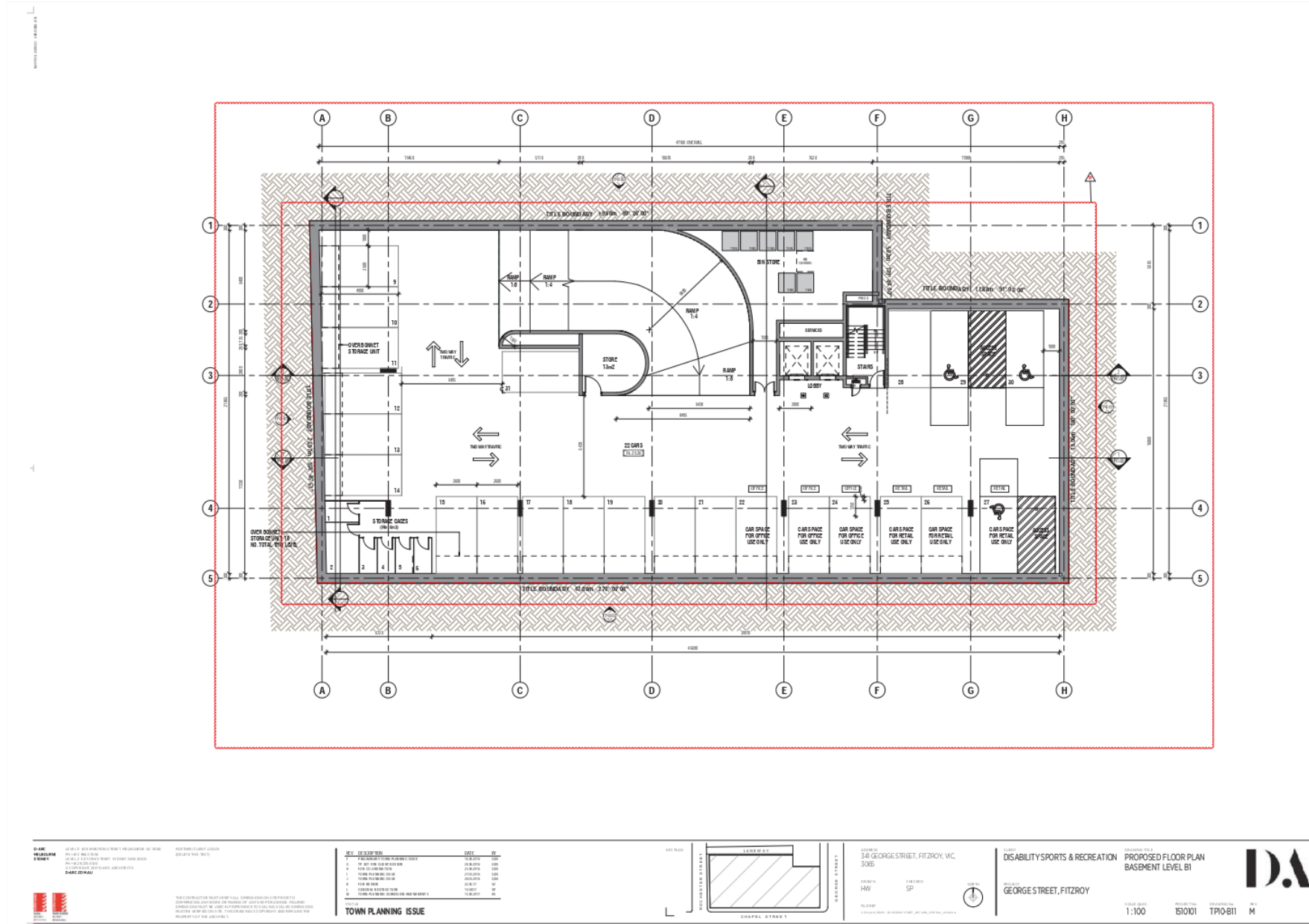
North



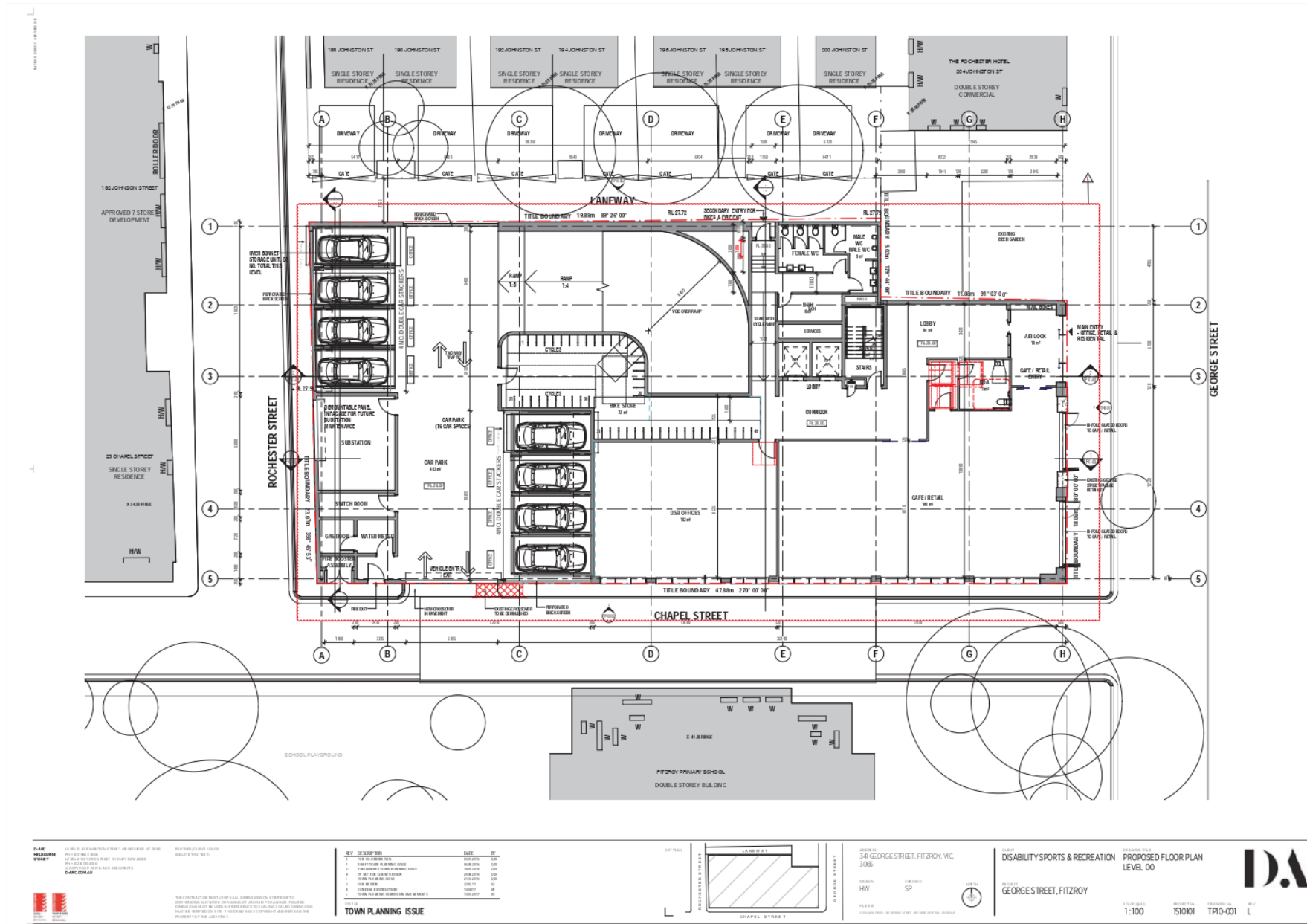
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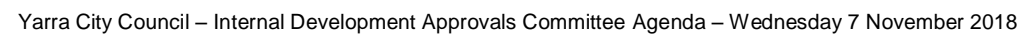


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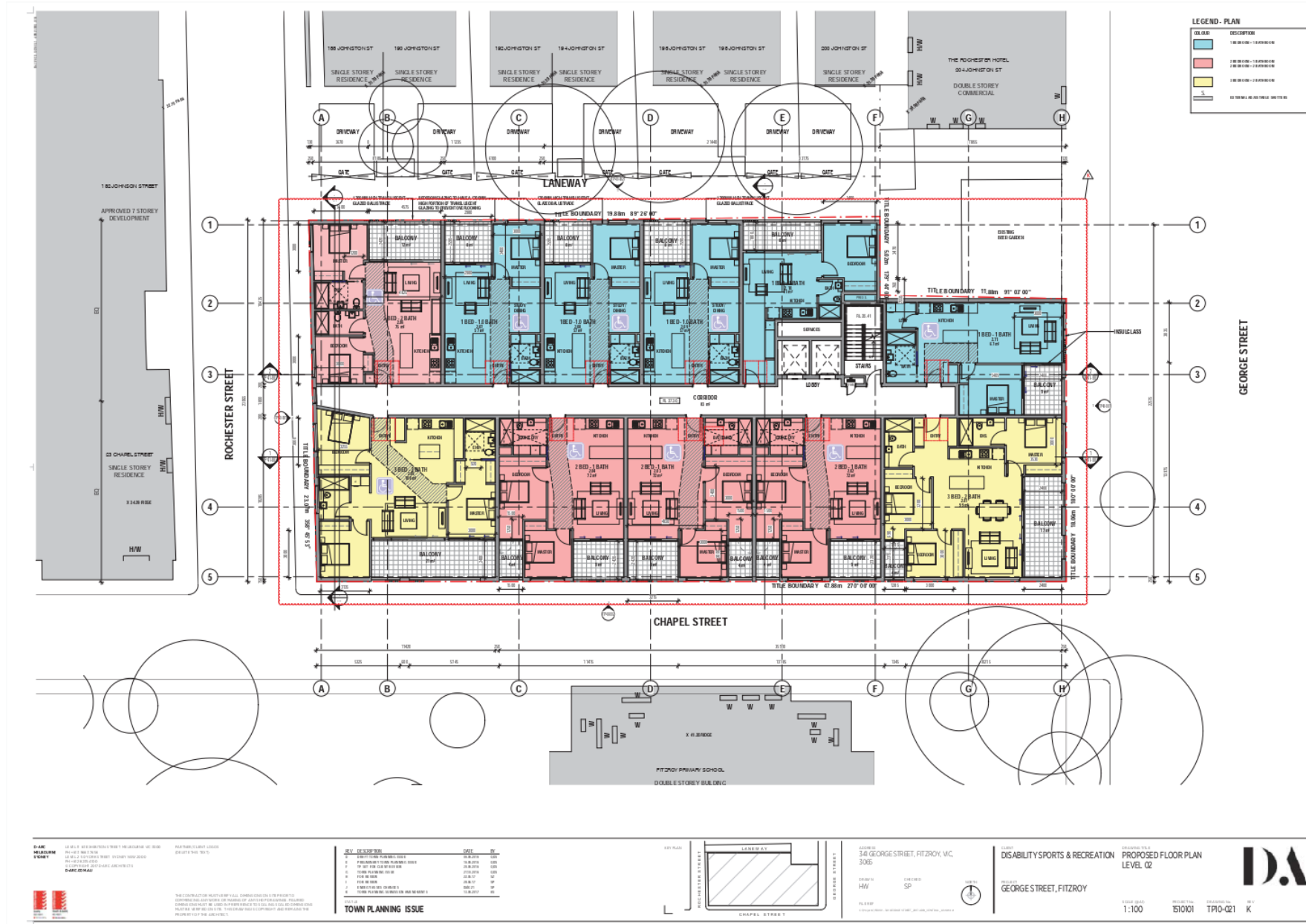


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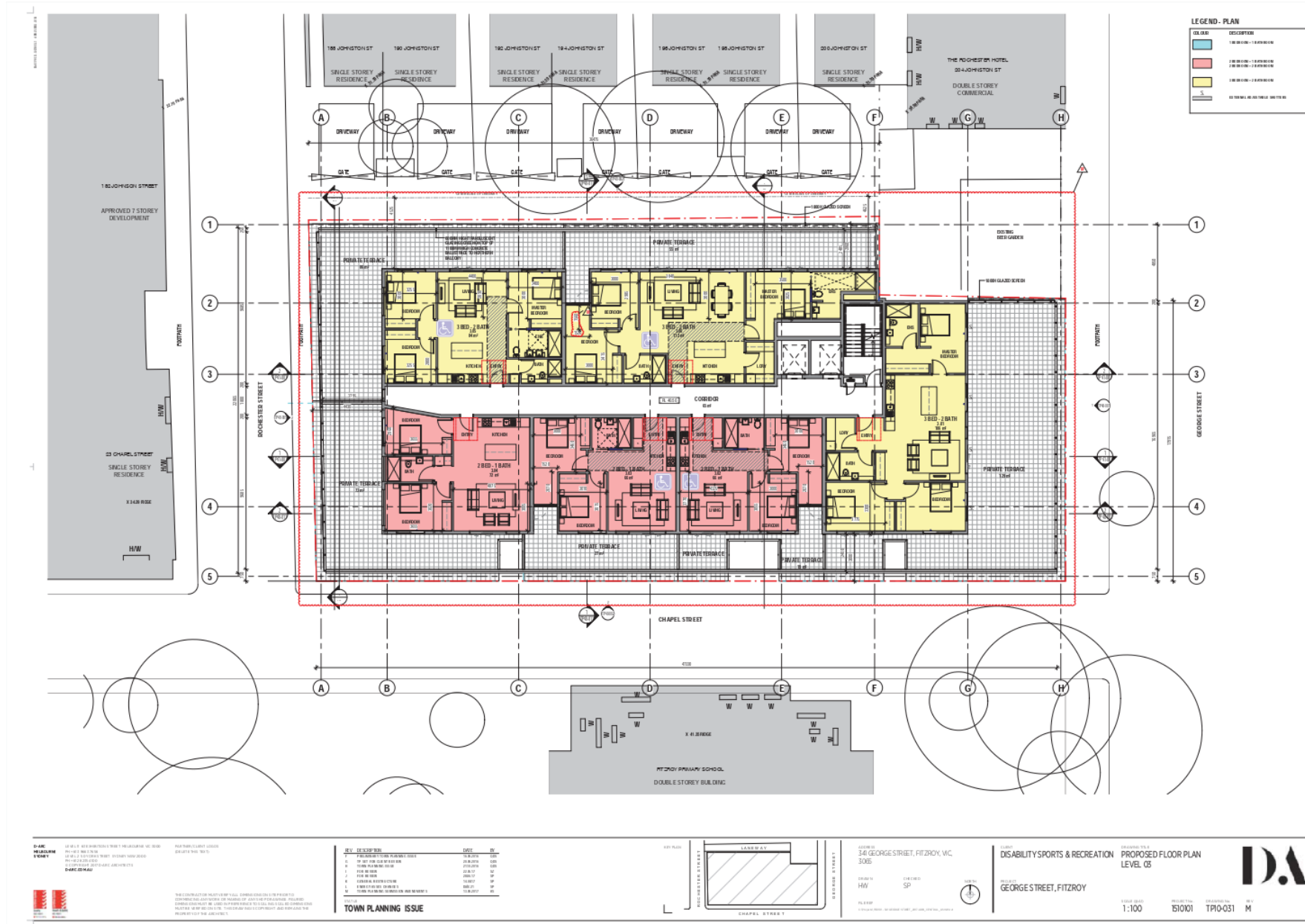




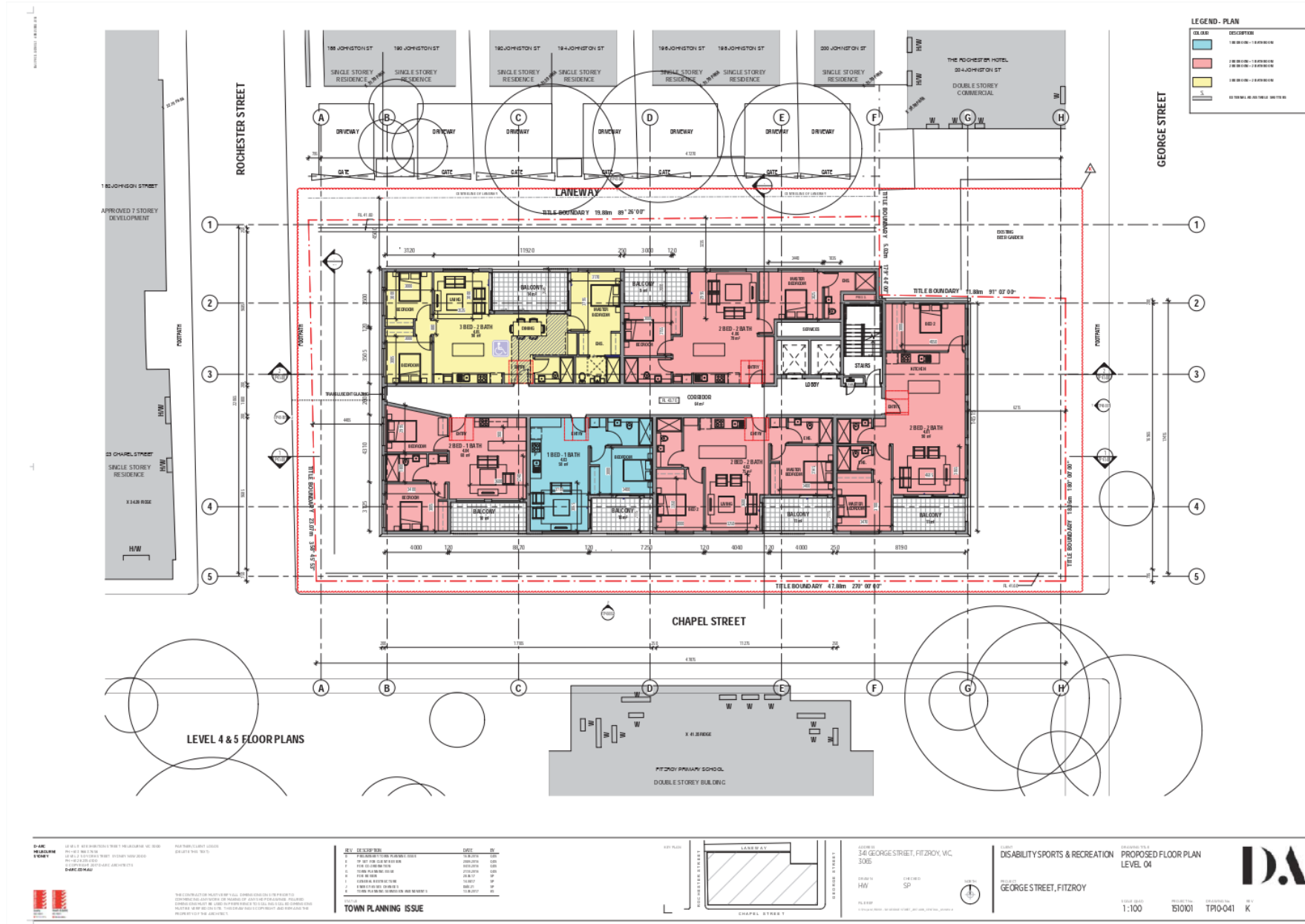
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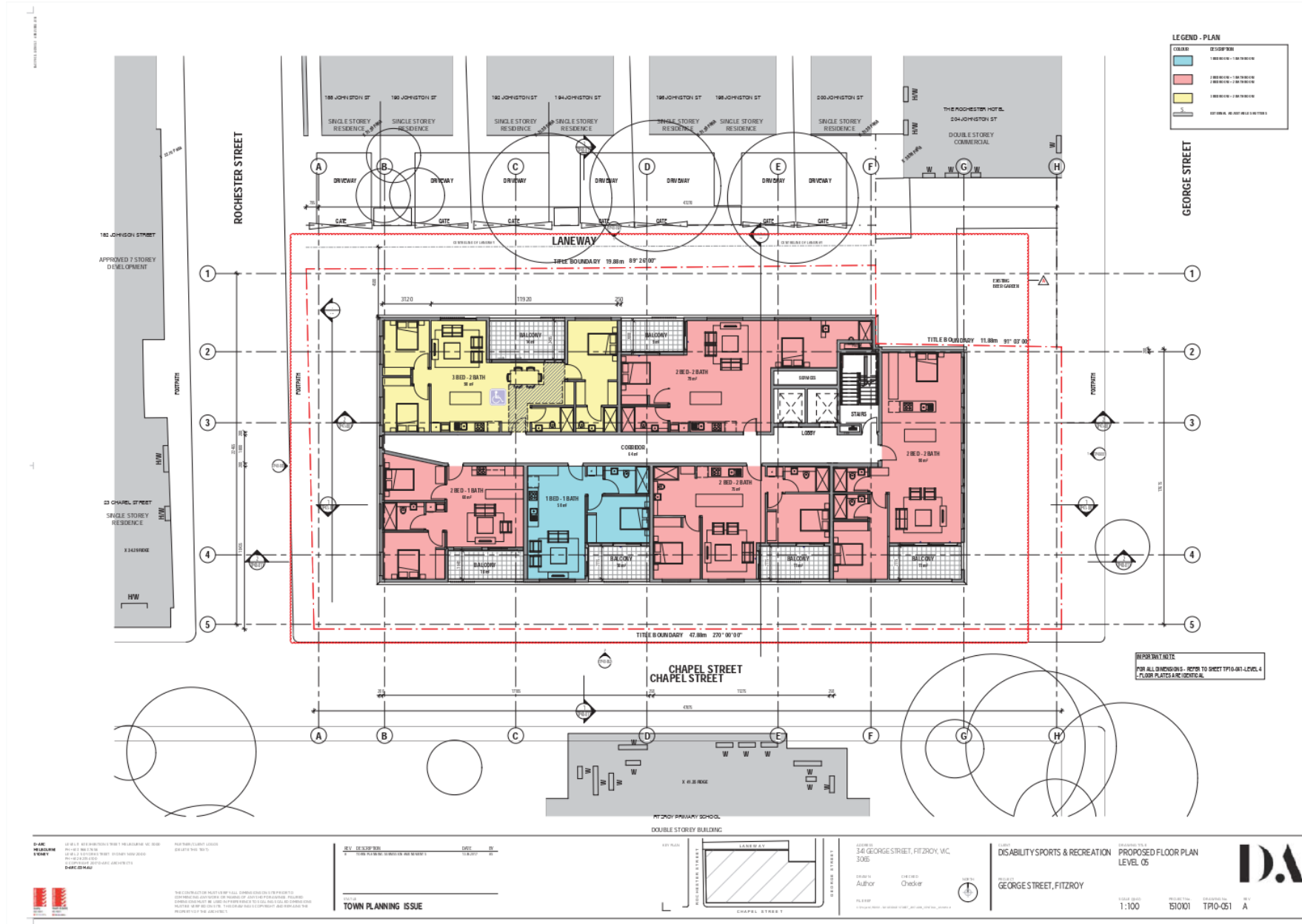
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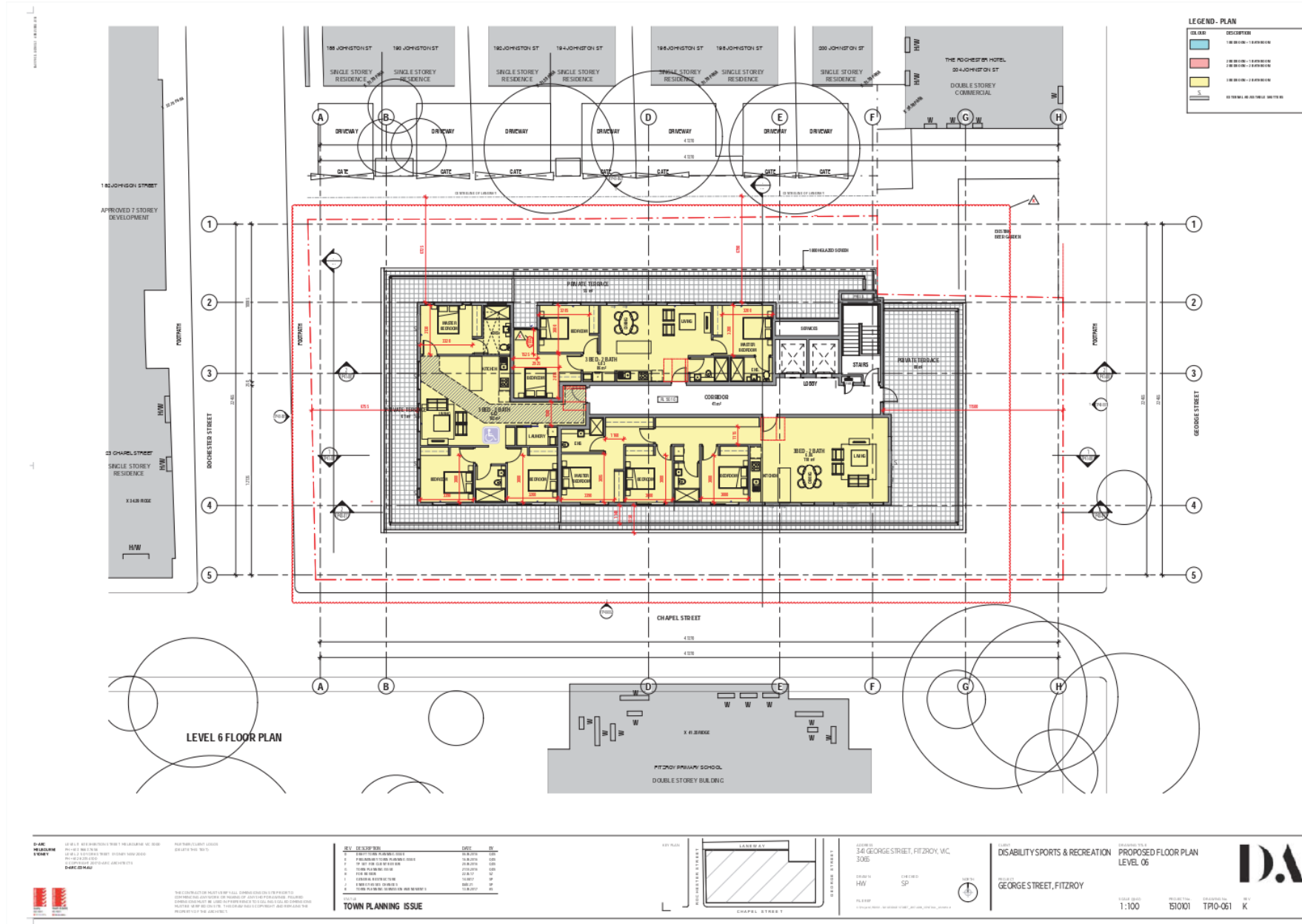
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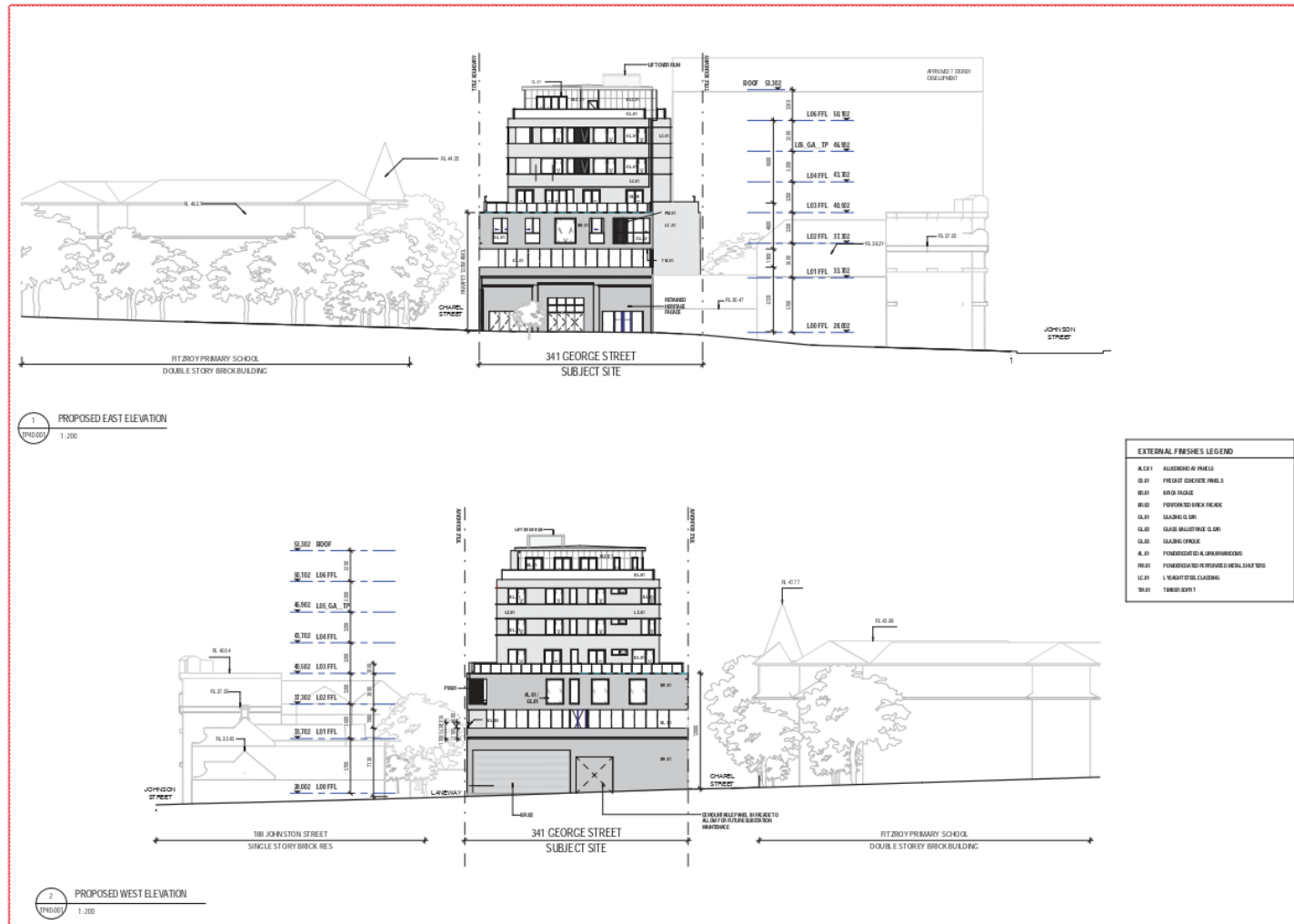
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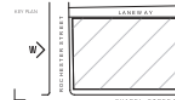
DATE: 16/01/2018
DRAWN BY: J. DAVIES
CHECKED BY: J. DAVIES
DATE: 16/01/2018
DRAWN BY: J. DAVIES
CHECKED BY: J. DAVIES



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REV.	DESCRIPTION	DATE	BY
1	ISSUED FOR TENDERS	16/01/2018	J.D.
2	REVISED TO INCLUDE PLANNING BOARD COMMENTS	16/01/2018	J.D.
3	REVISED TO INCLUDE PLANNING BOARD COMMENTS	16/01/2018	J.D.
4	REVISED TO INCLUDE PLANNING BOARD COMMENTS	16/01/2018	J.D.
5	REVISED TO INCLUDE PLANNING BOARD COMMENTS	16/01/2018	J.D.
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10	REVISED TO INCLUDE PLANNING BOARD COMMENTS	16/01/2018	J.D.

TOWN PLANNING ISSUE



341 GEORGE STREET, FITZROY, VIC 3005
CITY OF MELBOURNE
CITY OF MELBOURNE
CITY OF MELBOURNE

DISABILITY SPORTS & RECREATION
ELEVATION SHEET 01
GEORGE STREET, FITZROY



Attachment 2 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Decision plans.



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SEQ	DATE (YYYYMMDD)	TIME	REV
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2	20100601	12:00:02	0.001
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6	20100601	12:00:06	0.001
7	20100601	12:00:07	0.001
8	20100601	12:00:08	0.001
9	20100601	12:00:09	0.001

TOWN PLANNING ISSUE



ADDRESS
34 GEORGE STREET, FITZROY, VIC.
3085

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MA

CLUBS
DISABILITY SPORTS & RECREATION

DRAWING TITLE
ELEVATION SHEET 02

PROJECT
GEORGE STREET, FITZROY

DA

Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.



Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

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341 George Street, Fitzroy
Town Planning Application



CLIENT
DISABILITY SPORT AND RECREATION (DSR)

PROJECT
MIXED USE DEVELOPMENT

PROJECT NUMBER
1510101

DATE	REV	PAGE
27.03.2018	N	2



Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

1.0 PROPOSAL

1.01 Introduction

D-Arc have prepared this report on behalf of the applicant Disability Sport & Recreation (DSR), in support of a concept design package for the construction of new 6 storey building on the site.

Summary

Proposed demolition of existing brick building on site and the construction of a new mixed-use development including disability therapy and gymnasium facilities, offices, café tenancy and new residential apartments above, including one level of dedicated accessible apartments.

Details:

- › New DSR facilities replacing existing – Gym, therapy spaces, administration / office space
- › Retail / Café Site
- › 32 Residential Apartments (a mix of 1, 2 and 3 bedroom units). 16 of these are designed to be Accessible Residential Apartments (a mix of 1, 2 and 3 bedrooms units)
- › Associated car parking is located internally at grade and in basement.

Storeys: 6 storeys (2 basement car parking levels)

Site Area: 1052m²

Street Frontages: George Street, Chapel Street, Rochester Street,
Laneway to Northern site boundary



341 George Street, Fitzroy
Town Planning Application



CLIENT
DISABILITY SPORT AND RECREATION (DSR)

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1510101

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Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

2.0 PLANNING AND HERITAGE

2.01 Planning Overlays

Planning Property Report

from www.dpi.vic.gov.au/planning on 04 July 2016 12:02 PM

Address: 341-347 GEORGE STREET FITZROY 3065

Lot and Plan Number: Lot: 1 TP631043

Local Government (Council): YARRA Council Property Number: 266950

Directory Reference Melway 2C 07

Planning Zone

COMMERCIAL 1 ZONE (C1Z)

SUBJECT TO THE COMMERCIAL 1 ZONE



Note: Labels for zones may appear outside the actual zone - please compare the labels with the legend

Zones Legend		
ACZ - Activity Centre	IND2 - Industrial 2	RI2 - General Residential
RI1Z - Commercial 1	IND3 - Industrial 3	RI3 - General Residential
RI2Z - Commercial 2	LDH2 - Low Density Residential	RA2 - Rural Residential
RI3Z - Commercial 3	RI2 - Mixed Use	RC2 - Rural Conservation
RI4Z - Commercial 4	RI2 - Neighbourhood Residential	RC21 - Road - Category 1
RI5Z - Commercial 5	RC2 - Public Conservation & Resource	RC22 - Road - Category 2
RI6Z - Commercial 6	P02 - Priority Development	RI2 - Residential Growth
RI7Z - Commercial 7	P02 - Public Park & Recreation	RI7 - Rural Living
RI8Z - Commercial 8	P02 - Public Use - Service & Utility	RI2 - Rural
RI9Z - Commercial 9	P02 - Public Use - Education	RI2 - Special Use
RI10Z - Commercial 10	P03 - Public Use - Health Community	RI2 - Township
RI11Z - Commercial 11	P04 - Public Use - Transport	RI2 - Urban Floodway
RI12Z - Commercial 12	P05 - Public Use - Cemetery/Crematorium	RI2 - Urban Growth
RI13Z - Commercial 13	P06 - Public Use - Local Government	
RI14Z - Commercial 14	P07 - Public Use - Other Public Use	
RI15Z - Commercial 15	P07 - Port	
RI16Z - Commercial 16		
RI17Z - Commercial 17		
RI18Z - Commercial 18		
RI19Z - Commercial 19		
RI20Z - Commercial 20		
RI21Z - Commercial 21		
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RI100Z - Commercial 100		

-- Urban Growth Boundary

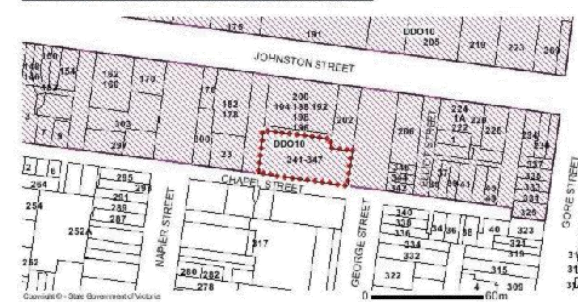
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DISABILITY SPORT AND RECREATION (DSR)

PROJECT
MIXED USE DEVELOPMENT

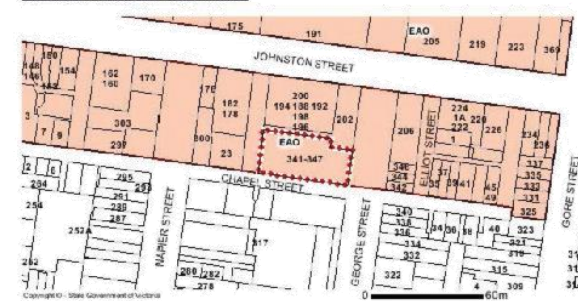
Planning Overlays

DESIGN AND DEVELOPMENT OVERLAY (DDO)

DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 1 (DDO10)



ENVIRONMENTAL AUDIT OVERLAY (EAO)



341 George Street, Fitzroy
Town Planning Application



PROJECT NUMBER
1510101

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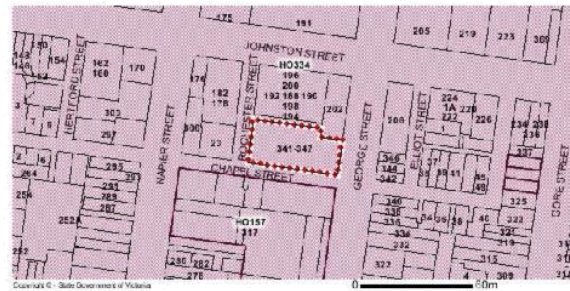


Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

2.0 PLANNING AND HERITAGE

Planning Overlays

HERITAGE OVERLAY 100
HERITAGE OVERLAY 30 (HOLBURN BLOCKS)



Overlays Legend

AEO - Airport Environs	LSU - Land Subject to Inundation
EMD - Bushfire Management (also WMD)	MAL01 - Melbourne Airport Environs 1
ULU - CityLink Tunnel	MAE02 - Melbourne Airport Environs 2
DDPC - Development Contributions Plan	NCO - Neighbourhood Character
DDO - Design & Development	PO - Parking
DDOPT - Design & Development Part	PAO - Public Acquisition
DDP - Development Plan	ILU - Infrastructure
LAU - Environmental Audit	RCD - Road Closure
EMO - Erosion Management	EBD - Special Building
ESD - Environmental Significance	SLD - Significant Landscape
FD - Floodway	TMD - Safety Management
HC - Heritage	ULU - State Resource
IU - Incorporated Plan	VPO - Vegetation Protection

Note: due to overlaps some colours on the maps may not match those in the legend.

2.02 Johnston Street Neighbourhood Activity Centre



LEGEND

Neighbourhood Activity Centre
Major Activity Centre
Commercial and Industrial Area
Core Industrial Area
Potential Commercial and Industrial Area
Specialist Medical Precinct
Open Space

Notes:
This map is indicative only.

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Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

2.0 PLANNING AND HERITAGE

2.03 Existing Conditions: George Street Facade

- › 341 George Street is a single storey brick former factory building of utilitarian design dating from the 1930s;
- › Identified as 'contributory' within the South Fitzroy Heritage Precinct (H0334);
- › The façades to Chapel Street, Rochester Street and the laneway to the north are unadorned facing brick with plain window and door openings – the only contribution they make to the streetscape is scale and form;
- › The principal façade of Rippletex bricks and projecting entrance is the only heritage fabric that reflects the importance of this as a factory building of the type identified in the Statement of Significance for the precinct;
- › The George Street façade has been heavily altered with a once larger central opening reduced in size with red bricks and the insertion of aluminum windows in the mid-2000s.
- › The new development will enable the following heritage works:
 - Restoration of the central entrance to its original size and form
 - Repair of deteriorated Rippletex brickwork
 - Repair of cracks and openings left by previous alterations
 - Better integration of the new openings into the brickwork
 - Preparation of an onsite interpretative board or plaque



George Street Facade prior to alterations circa 2005/6. Source: Victorian Heritage Database © City of Yarra



Current George Street Facade of Existing Building

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2.0 PLANNING AND HERITAGE

2.04 Existing Facade

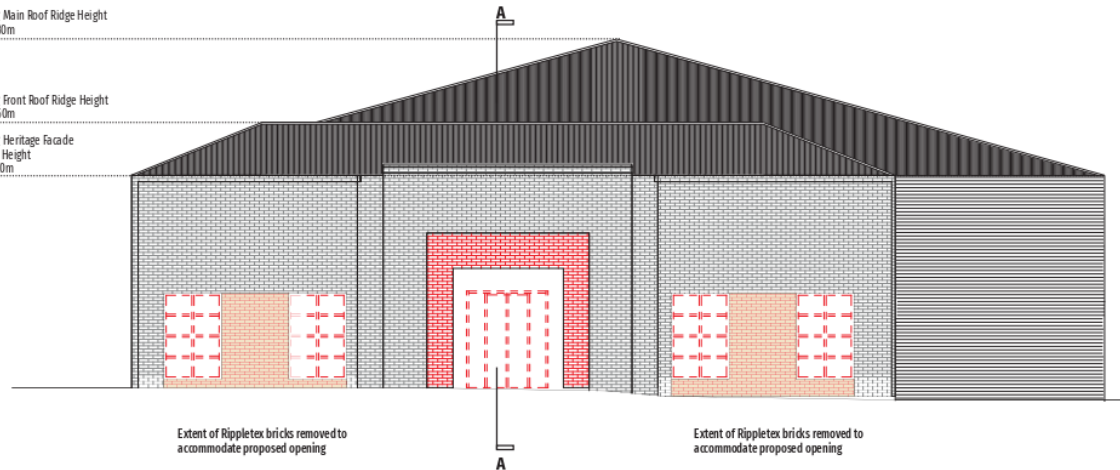
› Existing George Street Facade analysis

Existing George Street Elevation

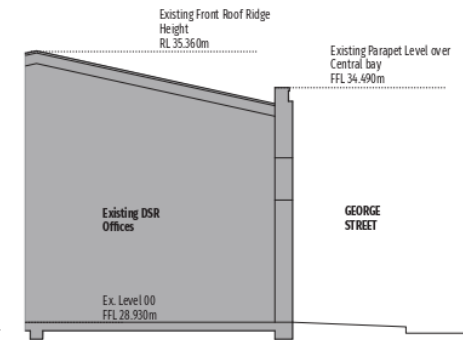
Existing Main Roof Ridge Height
RL 37.380m

Existing Front Roof Ridge Height
RL 35.360m

Existing Heritage Facade
Parapet Height
RL 34.100m



Existing George Street Elevation with Retained Heritage Facade and Proposed New Window Openings



Section AA through Existing George Street Facade

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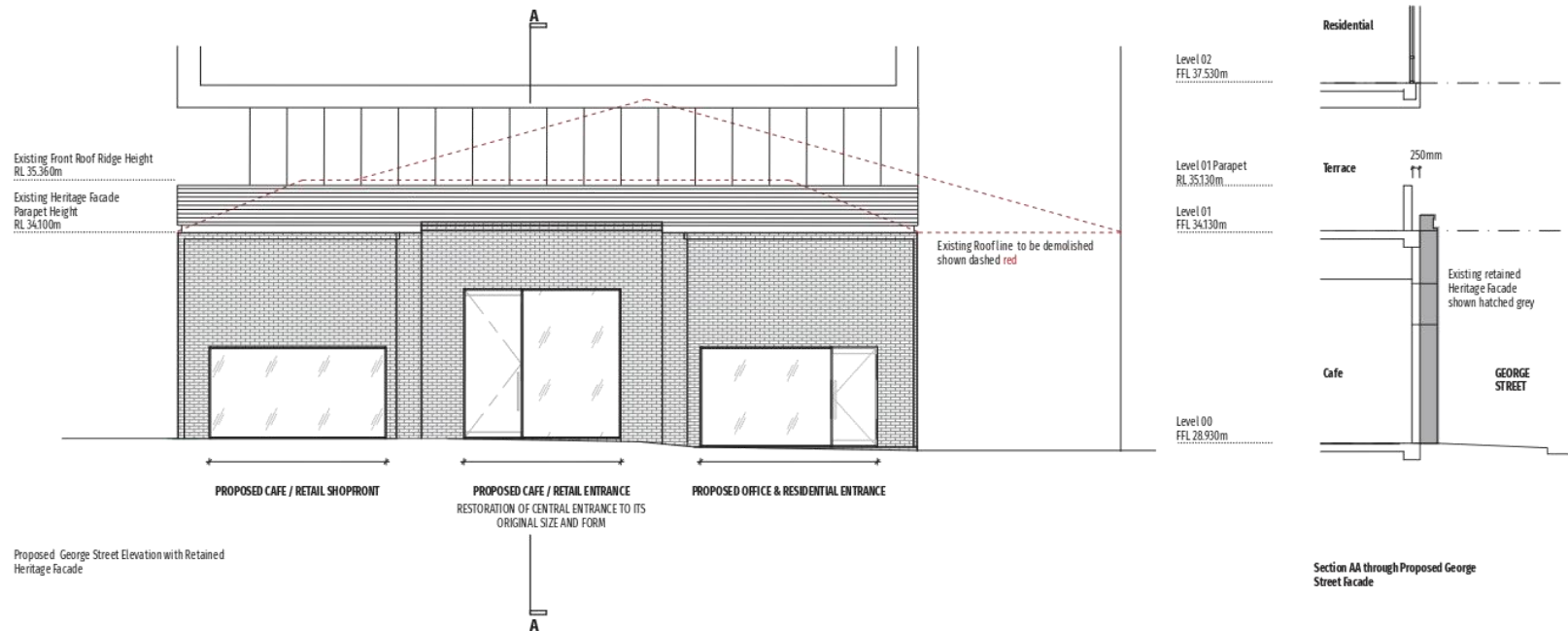


Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

2.0 PLANNING AND HERITAGE

2.05 Proposed Facade

Proposed George Street facade analysis



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Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

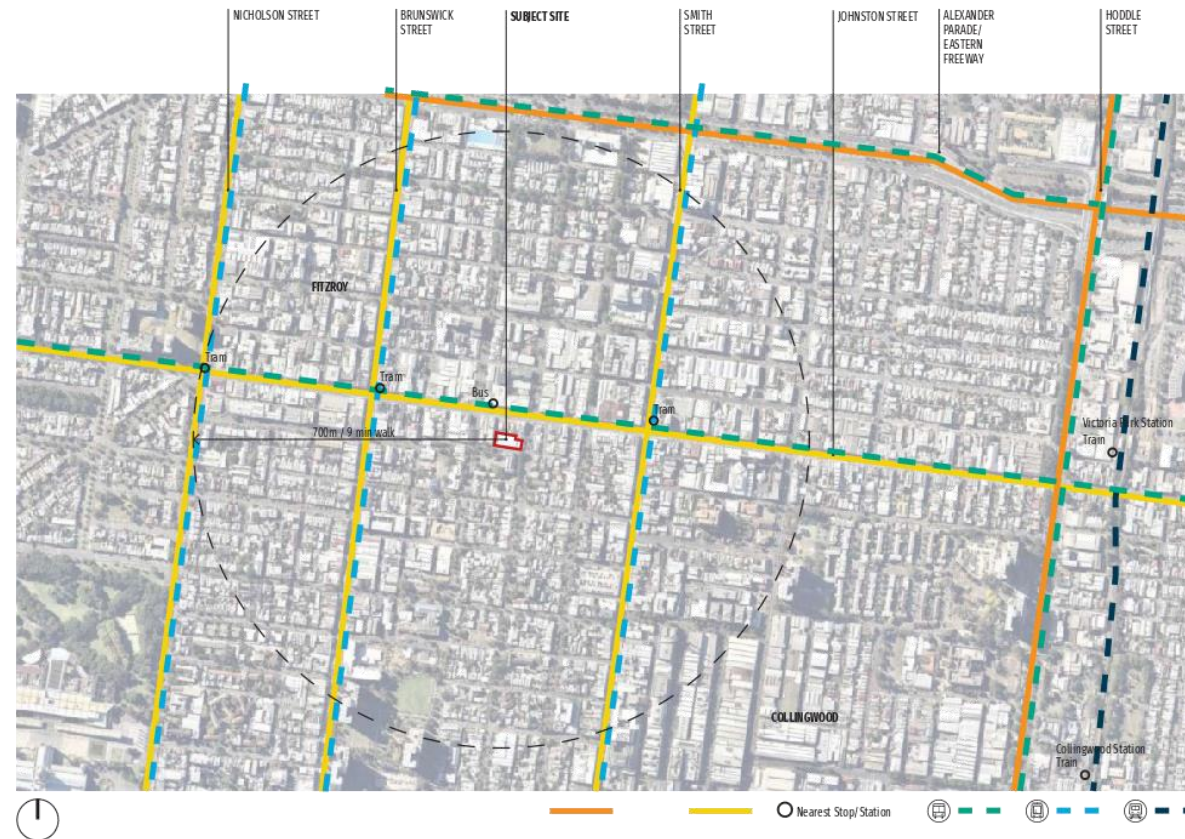
3.0 URBAN CONTEXT AND SITE ANALYSIS

3.01 Site Location / Nodes

The subject site is located at 341 George Street, Fitzroy. It is situated just South of Johnston Street between Smith Street to the East and Nicholson Street to the West.

The subject site accommodates a single storey brick warehouse currently housing a disability sports and recreation functions. It is a triple frontage site edging George Street, Chapel Street and Rochester Street measuring 1052m².

The subject site lies approximately 3km from Melbourne's CBD and is well serviced by both buses and trams running along Smith Street, Brunswick Street, Nicholson Street and Johnston Street (Bus). Victoria Park train station is located within 1.4km of the site and is serviced by the Hurstbridge and South Morang lines. The accessibility of public transportation makes alternative means of transport attractive and reduces reliance on private vehicles.



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Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

3.0 URBAN CONTEXT AND SITE ANALYSIS

3.02 Landmarks

The site is proximate to a wide range of excellent public amenity including the parklands and gardens offered by Carlton Gardens to the South-West and Fitzroy Swimming Pool to the North. Several education facilities are also close by including Fitzroy Primary School, Collingwood Primary School and Melbourne Polytechnic. Shopping and Nightlife are also proximate along Smith Street, Brunswick Street and Johnston Street. Culture and further Entertainment centres are also present with the Melbourne Museum, Royal Exhibition Building and smaller galleries within walking distance.



1. FITZROY PRIMARY SCHOOL



2. MELBOURNE MUSEUM



3. CARLTON GARDENS



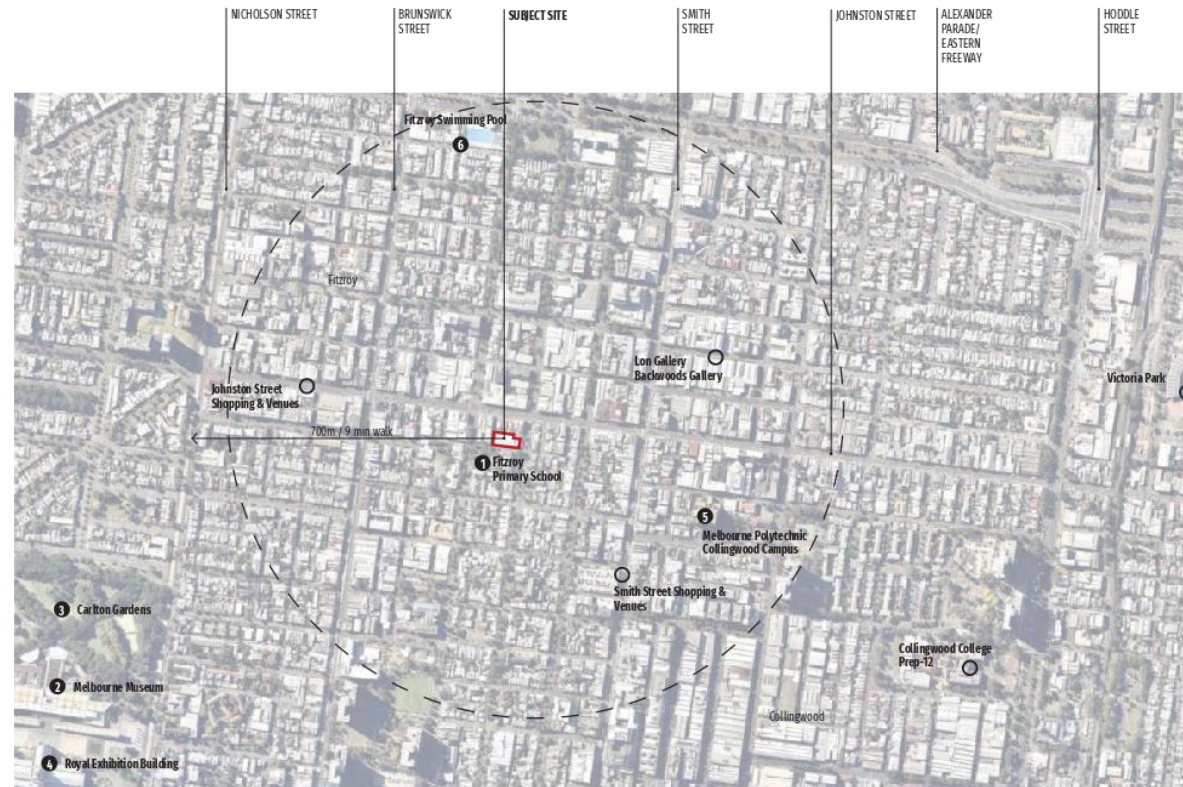
4. ROYAL EXHIBITION BUILDING



5. MELBOURNE POLYTECHNIC



6. FITZROY SWIMMING POOL



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Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

3.0 URBAN CONTEXT AND SITE ANALYSIS

3.03 Existing Site Conditions

Opportunities

- › Opportunity to engage with views towards Melbourne CBD
- › Current vehicular access from Chapel Street
- › Good and convenient access to bus, train and tram routes.
- › Good and convenient access to public facilities
- › Active frontage to George Street
- › Retain Heritage Facade

Constraints

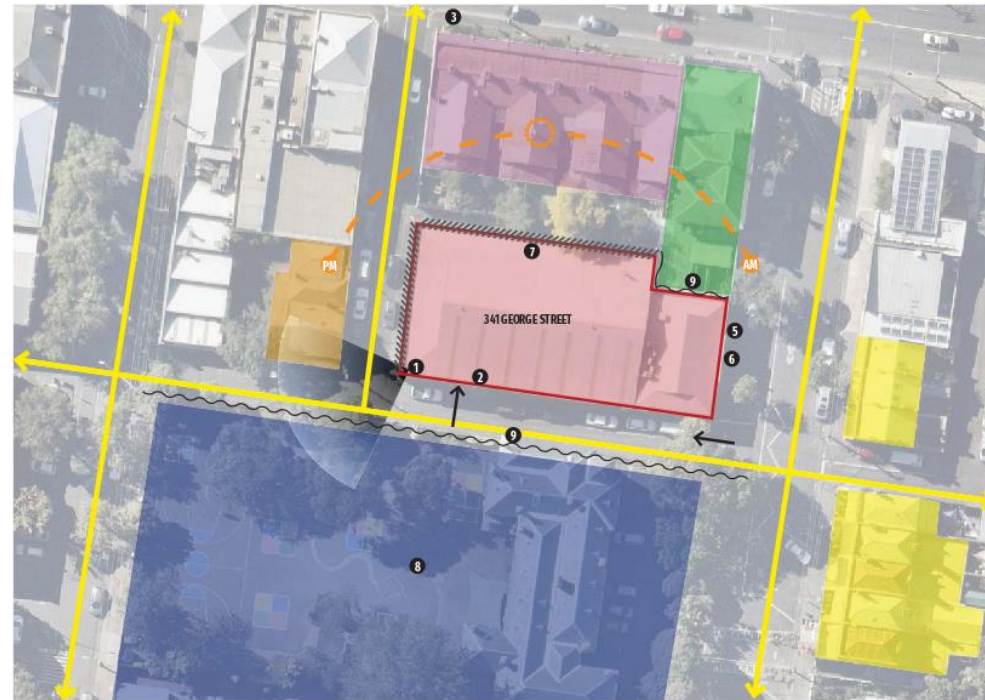
- › Sensitive interface with residential property.
- › Adjacent school built forms require sensitive building response to minimise overshadowing.
- › Noise from Primary School and from Pub Beer Garden.

Contributory and Individually Significant buildings

- 194-190 Johnston Street (Contributory)
- 202 Johnston Street (Significant)
- 332-346 George Street (Contributory)
- 317 George Street (Significant)
- 23 Chapel Street (Significant)
- Subject Site (Contributory)

Legend

- Sensitive Interface
- Potential Vehicular Access
- Acoustic Sensitivity
- Local Road



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Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

3.0 URBAN CONTEXT AND SITE ANALYSIS

3.04 Existing Conditions



WEST DOWN CHAPEL STREET



CORNER ACCESS ALLEY & ROCHESTER STREET



GEORGE STREET ELEVATION



ACCESS ALLEY OFF ROCHESTER STREET



EAST DOWN CHAPEL STREET



EAST DOWN CHAPEL STREET

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3.0 URBAN CONTEXT AND SITE ANALYSIS

3.05 Street Elevations



GEORGE STREET



GEORGE STREET



ROCHESTER STREET



CHAPEL STREET



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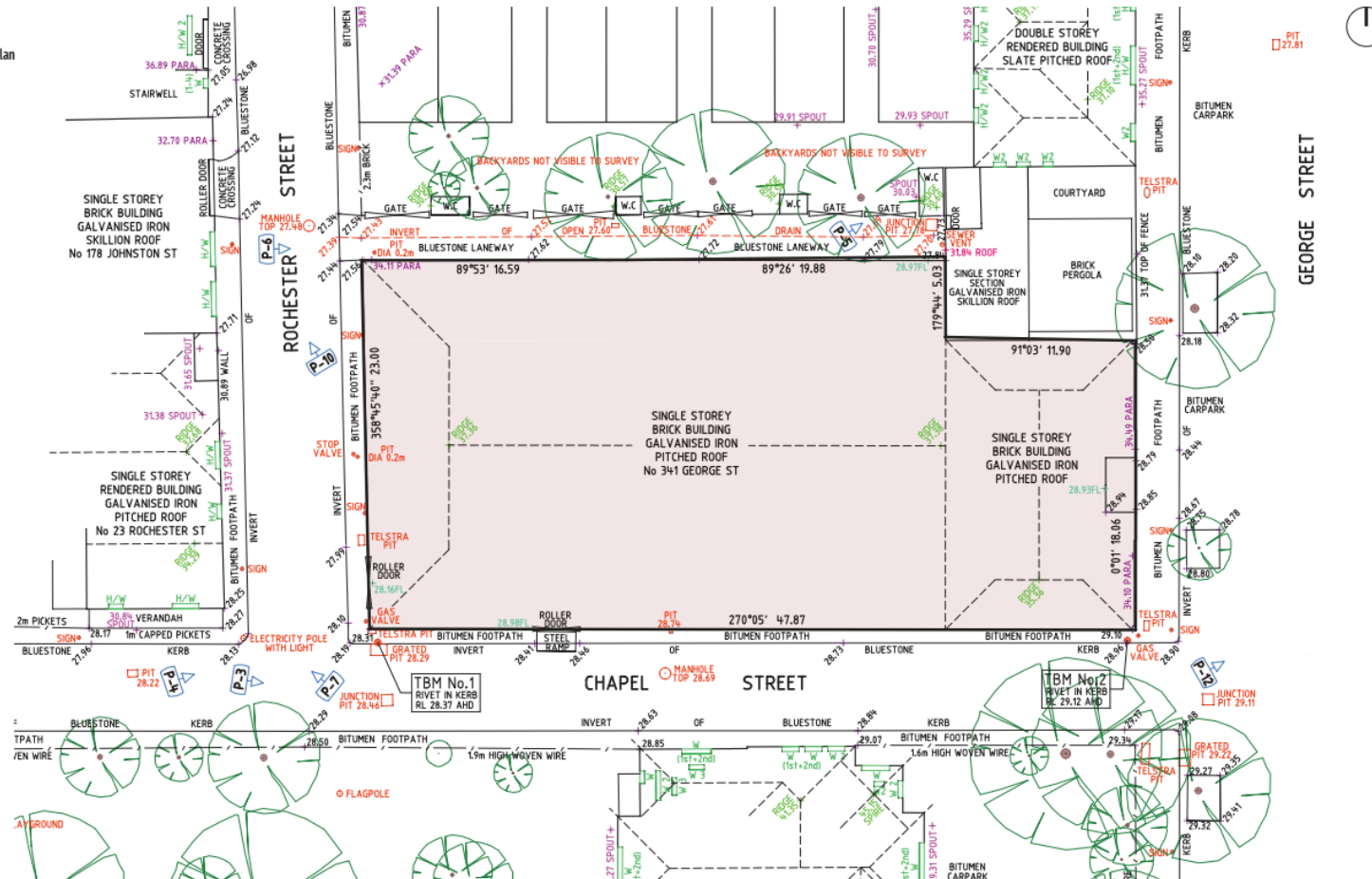
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3.0 URBAN CONTEXT AND SITE ANALYSIS

3.06 Survey Plan



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4.0 ANALYSIS: TREE SHADOWS

4.01 Existing Shading Trees on Adjacent School Site

Existing Trees provide significant shade to this portion of school playground



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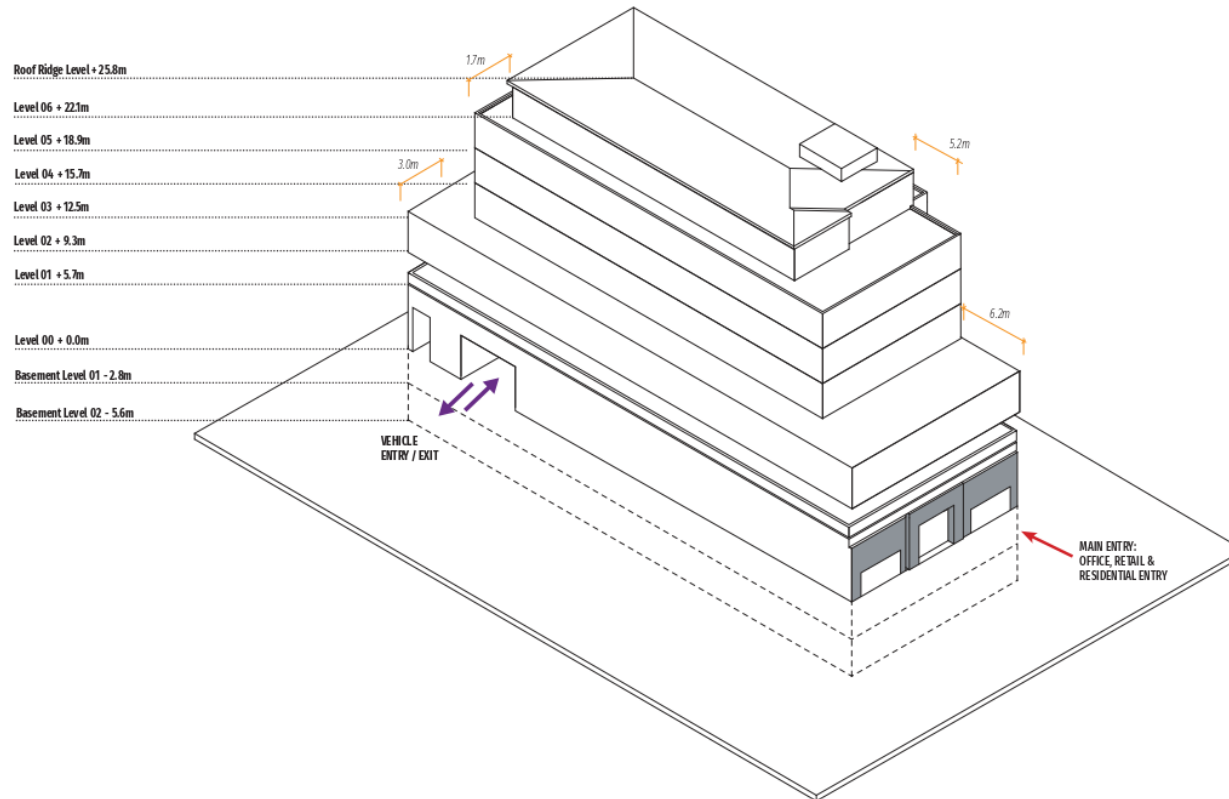
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Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

5.0 PROPOSED MASSING

5.01 Proposed Massing Strategy



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Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

6.0 DESIGN RESPONSE

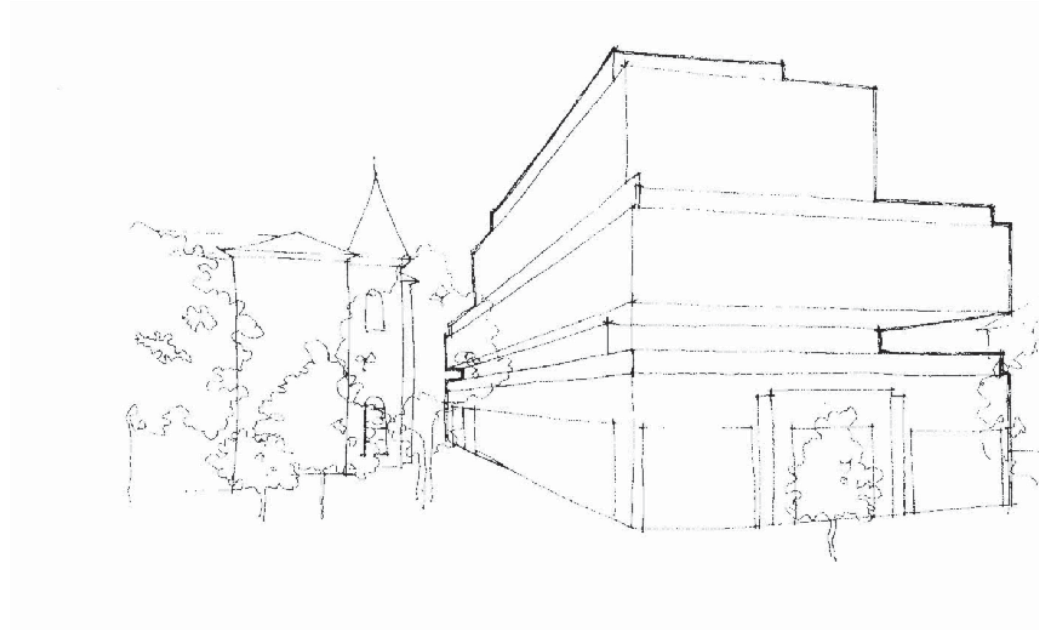
6.01 Architectural Statement

A triple height podium locates the key disability sports recreation facilities at grade activating the facades to George Street and Chapel Street. The podium expression creates a comfortable pedestrian scale and responds to the scale of the neighbouring heritage dwellings

Crafted brickwork, deep reveals and canopies provide a personable, human scaled rhythm, subtly referencing the Victorian terrace houses and brick school buildings in the surrounding context.

The residential lobby is located on George Street. The rationalised and enlarged openings in the heritage facade activate the street frontage and provide easy level access to the building for all users.

A Cafe / Retail tenancy with punched openings and deep metal clad reveals activates the corner of George Street and Chapel Street. Along Chapel Street and Rochester Street, perforated brick screens provide secure parking with natural ventilation and also bring a visual connection between the streetscape and the at grade car parking.



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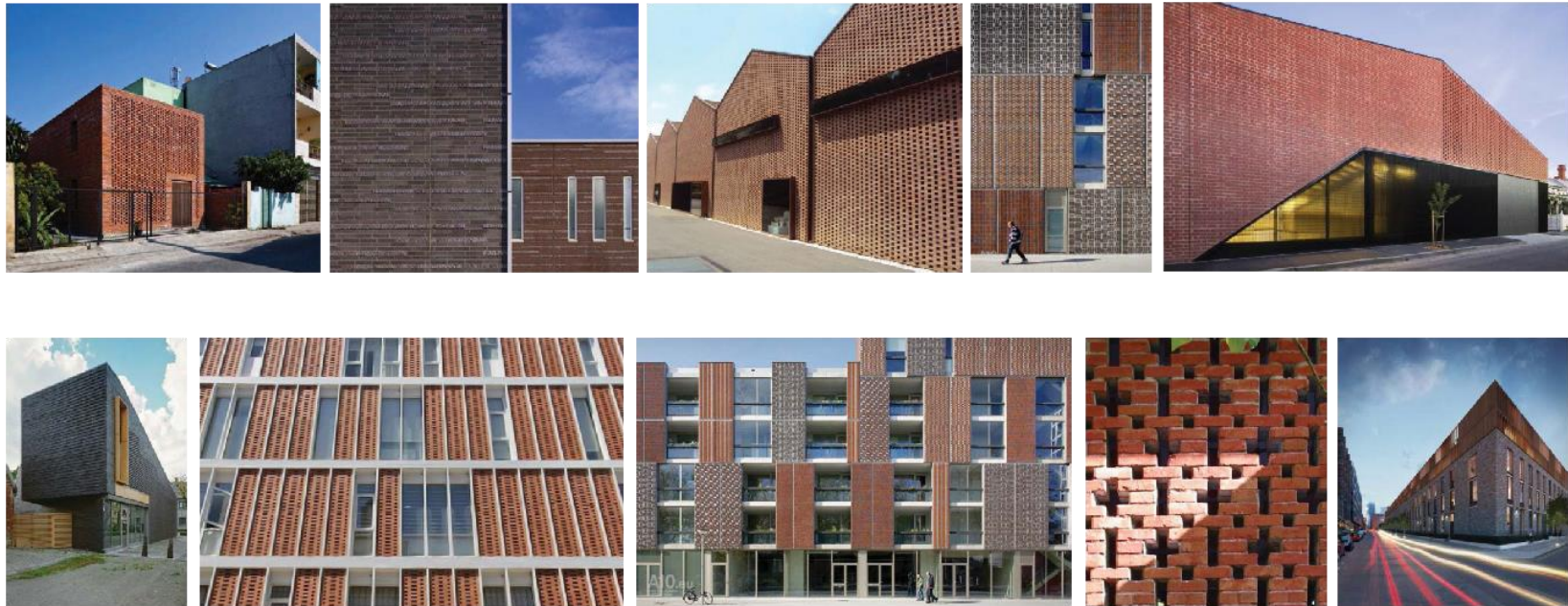
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Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

6.0 DESIGN RESPONSE

6.02 Precedent Imagery - External Facade: Solidity



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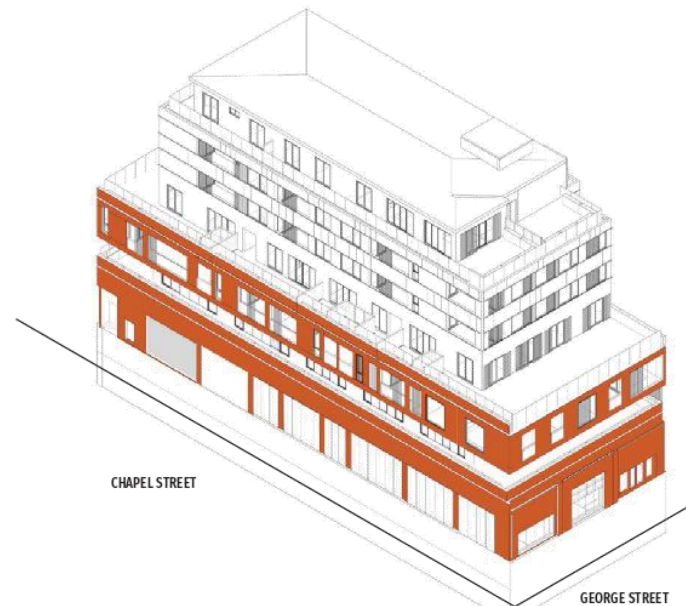


Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

6.0 DESIGN RESPONSE

6.03 Grounded Plinth Facade

- › The street level is defined as a brick plinth mirroring the extent and height of the existing building on site and referencing the colour of other buildings in the immediate context.
- › The human scale of this element is emphasised by tactile, textured materiality and glazing to the Cafe & Gym functions.
- › Perforated brick screens to the at grade car park activate the facades providing visual connections with the street and naturally ventilating the space.
- › A 200mm high detail reveal defines the bottom of the parapet balustrade at Levels 01 and 04 referencing the horizontal banding of the adjacent significant School building. The height of the Level 04 parapet also directly mirrors the height of the school spire.



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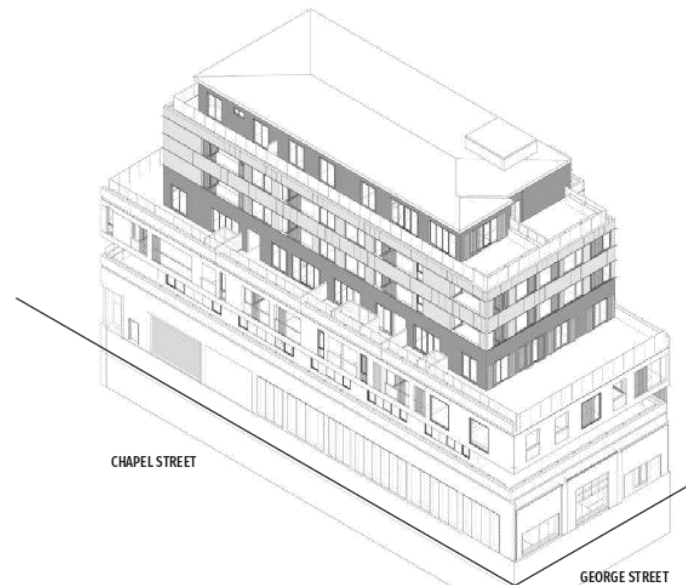
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Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

6.0 DESIGN RESPONSE

6.04 Corrugated Steel Cladding

- › The recessed form of Level 01 breaks up the mass of the brick plinth element giving the sense that Levels 02 and 03 float above.
- › Level 01 provides generous covered external spaces for flexible DSR use - offering views out from the offices whilst protecting the glazing from solar overheating.
- › Levels 04, 05 and 06 are clad in a white steel corrugated material, capturing the rich industrial heritage of Fitzroy. An array of varied sized punctured rectangular openings are used to create terraces and apartment windows. While vertical bar window panels introduce a playfulness to the facade allowing occupants to control solar access.



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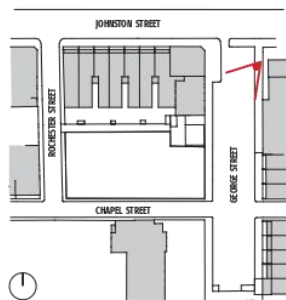
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7.0 PERSPECTIVE VIEWS

7.01 3D Perspective View from North-East (George Street)



341 George Street, Fitzroy
Discussion Diagram



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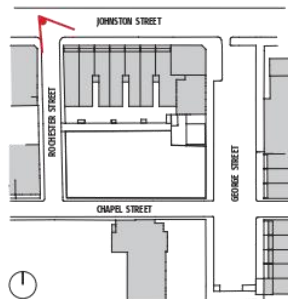
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7.0 PERSPECTIVE VIEWS

7.02 3D Perspective View from North-West (Johnston Street)



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Discussion Diagram



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8.0 MATERIALS

8.01 Materials Selection

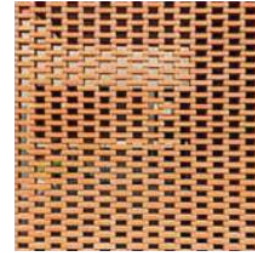
CO.01	Precast Concrete	Light Grey
BR.01	Brick Facade	Red Brick
BR.02	Perforated Brick Facade	Red Brick
GL.01	Glazing	Clear
GL.02	Glass Balustrade	Clear
GL.03	Glazing	Opaque
AL.01	Powdercoated Aluminium Frame	White
TS.01	Operable Timber Screens	Timber
LC.02	Lysaght Steel Cladding	White
TM.01	Timber Soffits	Natural Wood Finish



CO.01



BR.01



BR.02



GL.01



GL.02



GL.03



AL.01



TS.01



LC.01



TM.01

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9.0 DEVELOPMENT SUMMARY

9.01 Development Summary

		LETTABLE TENANCIES							PRIVATE RESIDENTIAL SUITES													COMMON AREAS				
									1 BED - 1 BATH			2 BED - 1 BATH			2 BED - 2 BATH			3 BED - 2 BATH								
LEVEL	GROSS FLOOR AREA	TEN 1 - CAFE/RETAIL AREA	TEN 1 RETAIL CARSPACES	TEN 2 - DSR AREA	TEN 2 - CARSPACE AREA	TEN 2 - PARKING COUNT	TEN 3 - GYMNASIUM AREA	TERRACES AREA	APARTMENT COUNT	NET APARTMENT AREA	NET BALCONY AREA	APARTMENT COUNT	NET APARTMENT AREA	NET BALCONY AREA	APARTMENT COUNT	NET APARTMENT AREA	NET BALCONY AREA	APARTMENT COUNT	NET APARTMENT AREA	NET BALCONY AREA	ALLOTTED CAR SPACES	COMMUNAL TERRACE	CARSPACE AREA	CIRCULATION	CORE, SERVICES, BIKE PARK & SPARE	
BASEMENT 02	1008 m2																						768 m2	214 m2	26 m2	
BASEMENT 01	1034 m2		3			3																	768 m2	240 m2	26 m2	
LEVEL 00	903 m2	180 m2		102 m2	58 m2	19																	0 m2	277 m2	286 m2	
LEVEL 01	727 m2			468 m2			140 m2	284 m2																78 m2	41 m2	
LEVEL 02	928 m2								5	289 m2	41 m2	3	216 m2	39 m2	1	75 m2	12 m2	2	199 m2	42 m2	13			83 m2	282 m2	
LEVEL 03	742 m2								0	0 m2	0 m2	3	204 m2	126 m2	0	0 m2	0 m2	3	302 m2	228 m2	9			65 m2	375 m2	
LEVEL 04	665 m2								1	50 m2	10 m2	1	60 m2	10 m2	3	244 m2	31 m2	1	98 m2	14 m2	7			64 m2	149 m2	
LEVEL 05	665 m2								1	50 m2	10 m2	1	60 m2	10 m2	3	244 m2	31 m2	1	98 m2	14 m2	7			64 m2	149 m2	
LEVEL 06	510 m2								0	0 m2	0 m2	0	0 m2	0 m2	0	0 m2	0 m2	3	306 m2	168 m2	6	33 m2		41 m2	163 m2	
APARTMENT TOTALS									7			8			7			10								
CARPARK TOTALS			3			19															42					
AREA TOTALS	7182 m2	180 m2		570 m2	58 m2		140 m2	284 m2		389 m2	61 m2		540 m2	185 m2		563 m2	74 m2		1003 m2	466 m2			1536 m2	1126 m2	1497 m2	
PERCENT TOTALS		2.5 %		7.9 %	0.8 %		1.9 %	4.0 %		5.4 %	0.8 %		7.5 %	2.6 %		7.8 %	1.0 %		14.0 %	6.5 %			21.4 %	15.7 %	20.8 %	

NOTE: BICYCLE PARKING - 49No.

APARTMENT STORAGE

	INTERNAL	EXTERNAL
1 BED - 1 BATH	6m3	4m3
2 BED - 1 BATH	9m3	5m3
2 BED - 2 BATH	9m3	5m3
3 BED - 2 BATH	12m3	6m3

ADAPTABLE APARTMENT BREAKDOWN

	1 BED - 1 BATH	2 BED - 1 BATH	2 BED - 2 BATH	3 BED - 2 BATH
LEVEL 02	4		4	1
LEVEL 03			2	2
LEVEL 04				1
LEVEL 05				1
LEVEL 06				1

TOTAL ADAPTABLE APARTMENTS = 16

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APARTMENT STORAGE BY ROOM

		1 BEDROOM APT.		2 BEDROOM APT.		3 BEDROOM APT.		APT TOTAL	BADS MIN	DIFF.
		INTERNAL	EXTERNAL	INTERNAL	EXTERNAL	INTERNAL	EXTERNAL			
LEVEL 2	2.01					19.3 m2	3 m2	22.3 m2	18	+ 4.3 m2
	2.02			11.7 m2	3 m2			14.7 m2	14	+ 0.7 m2
	2.03			11.7 m2	3 m2			14.7 m2	14	+ 0.7 m2
	2.04			11.7 m2	3 m2			14.7 m2	14	+ 0.7 m2
	2.05					19.21 m2	3 m2	22.21 m2	18	+ 4.21 m2
	2.06			11.2 m2	3 m2			14.2 m2	14	+ 0.2 m2
	2.07	7.36 m2	3 m2					10.36 m2	10	+ 0.36 m2
	2.08	7.36 m2	3 m2					10.36 m2	10	+ 0.36 m2
	2.09	7.36 m2	3 m2					10.36 m2	10	+ 0.36 m2
	2.10	9.36 m2	3 m2					12.36 m2	10	+ 2.36 m2
	2.11	8.87 m2	3 m2					11.87 m2	10	+ 1.87 m2
LEVEL 3	3.01					19.45 m2	3 m2	22.45 m2	18	+ 4.45 m2
	3.02			12.22 m2	3 m2			15.22 m2	14	+ 1.22 m2
	3.03			12.22 m2	3 m2			15.22 m2	14	+ 1.22 m2
	3.04			11.67 m2	3 m2			14.67 m2	14	+ 0.67 m2
	3.05					15.78 m2	3 m2	18.78 m2	18	+ 0.78 m2
	3.06					17.71 m2	3 m2	20.71 m2	18	+ 2.71 m2
LEVEL 4	4.01			15.41 m2	3 m2			18.41 m2	14	+ 4.41 m2
	4.02			16.71 m2	3 m2			19.71 m2	14	+ 5.71 m2
	4.03	11.52 m2	3 m2					14.52 m2	10	+ 4.52 m2
	4.04			12.33 m2	3 m2			15.33 m2	14	+ 1.33 m2
	4.05					17.3 m2	3 m2	20.3 m2	18	+ 2.3 m2
	4.06			18.22 m2	3 m2			21.22 m2	14	+ 7.22 m2
LEVEL 5	5.01			15.41 m2	3 m2			18.41 m2	14	+ 4.41 m2
	5.02			16.71 m2	3 m2			19.71 m2	14	+ 5.71 m2
	5.03	11.52 m2	3 m2					14.52 m2	10	+ 4.52 m2
	5.04			12.33 m2	3 m2			15.33 m2	14	+ 1.33 m2
	5.05					17.3 m2	3 m2	20.3 m2	18	+ 2.3 m2
	5.06			18.22 m2	3 m2			21.22 m2	14	+ 7.22 m2
LEVEL 6	6.01					30.27 m2	3 m2	33.27 m2	18	+ 15.27 m2
	6.02					15.8 m2	3 m2	18.8 m2	18	+ 0.8 m2
	6.03					16.67 m2	3 m2	19.67 m2	18	+ 1.67 m2
		63.35 m2	21 m2	207.75 m2	45 m2	188.79 m2	30 m2	555.89 m2	460	+ 95.89 m2

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10.0 DRAWING LIST

10.01 Drawing List

Cover Sheet	TP00-000
Existing Condition & Demo Site Plan	TP00-050
Proposed Site Plan	TP00-101
Proposed Floor Plan Basement Level B1	TP10-B11
Proposed Floor Plan Basement Level B2	TP10-B21
Proposed Floor Plan Level 00	TP10-001
Proposed Floor Plan Level 01	TP10-011
Proposed Floor Plan Level 02	TP10-021
Proposed Floor Plan Level 03	TP10-031
Proposed Floor Plan Level 04	TP10-041
Proposed Floor Plan Level 06	TP10-061
Proposed Roof Plan	TP10-501
Elevations 01	TP40-001
Elevations 02	TP40-002
Proposed Sections 01	TP41-001

341 George Street, Fitzroy
Town Planning Application



CLIENT
DISABILITY SPORT AND RECREATION (DSR)

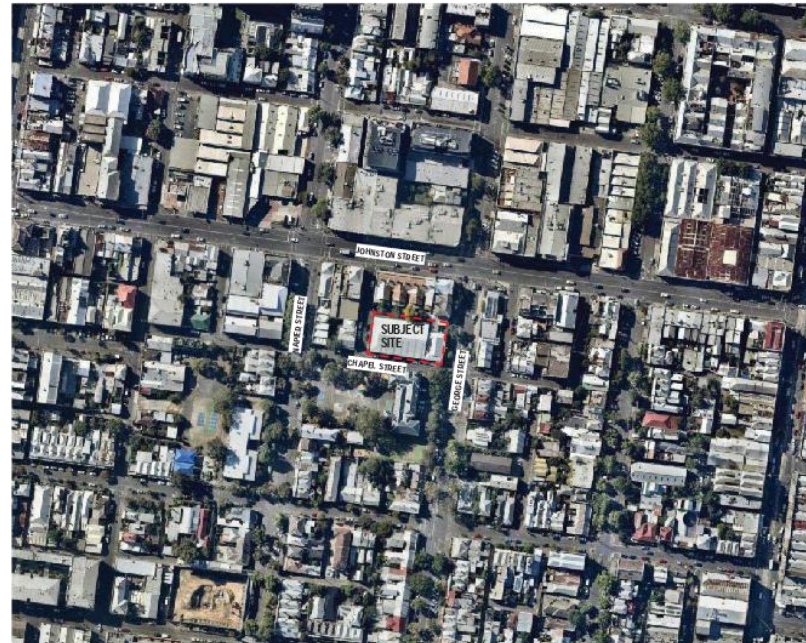
PROJECT
MIXED USE DEVELOPMENT

PROJECT NUMBER
1510101

DATE	REV	PAGE
27.03.2018	N	26



Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

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DISCUSSION PLANS

D-ARC
HELICOLINE
SICHERT



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C	FOR CITY CLERK	100.00	01
D	FOR CITY CLERK	100.00	01
E	FOR CITY CLERK	100.00	01
F	FOR CITY CLERK	100.00	01
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ADDRESS
34 GEORGE STREET, FITZROY, VIC.
3085

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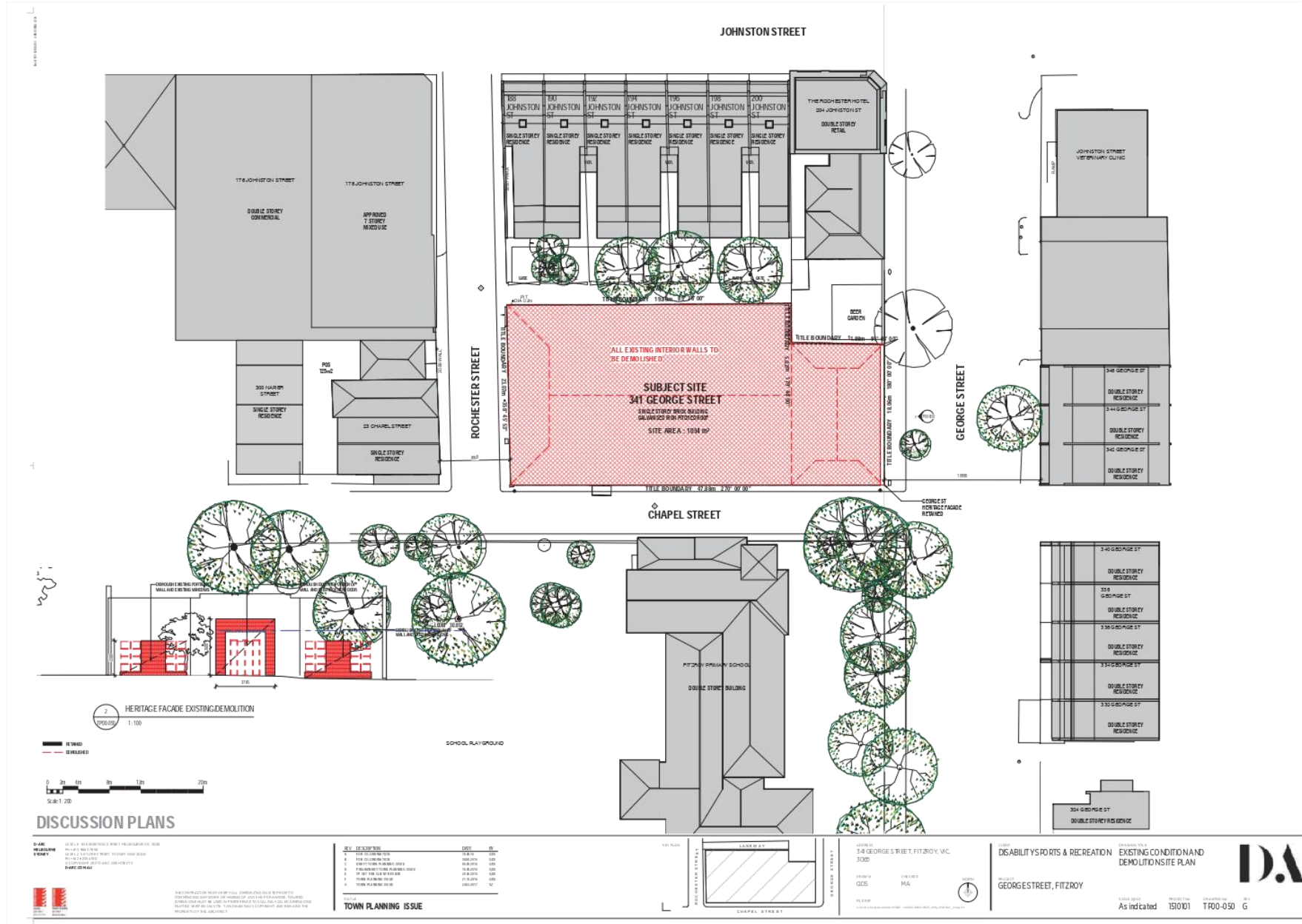
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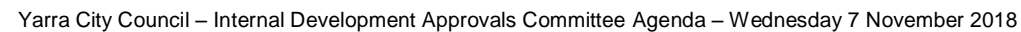
DISABILITY SPORTS & RECREATION COVER SHEET / DRAWING LIST



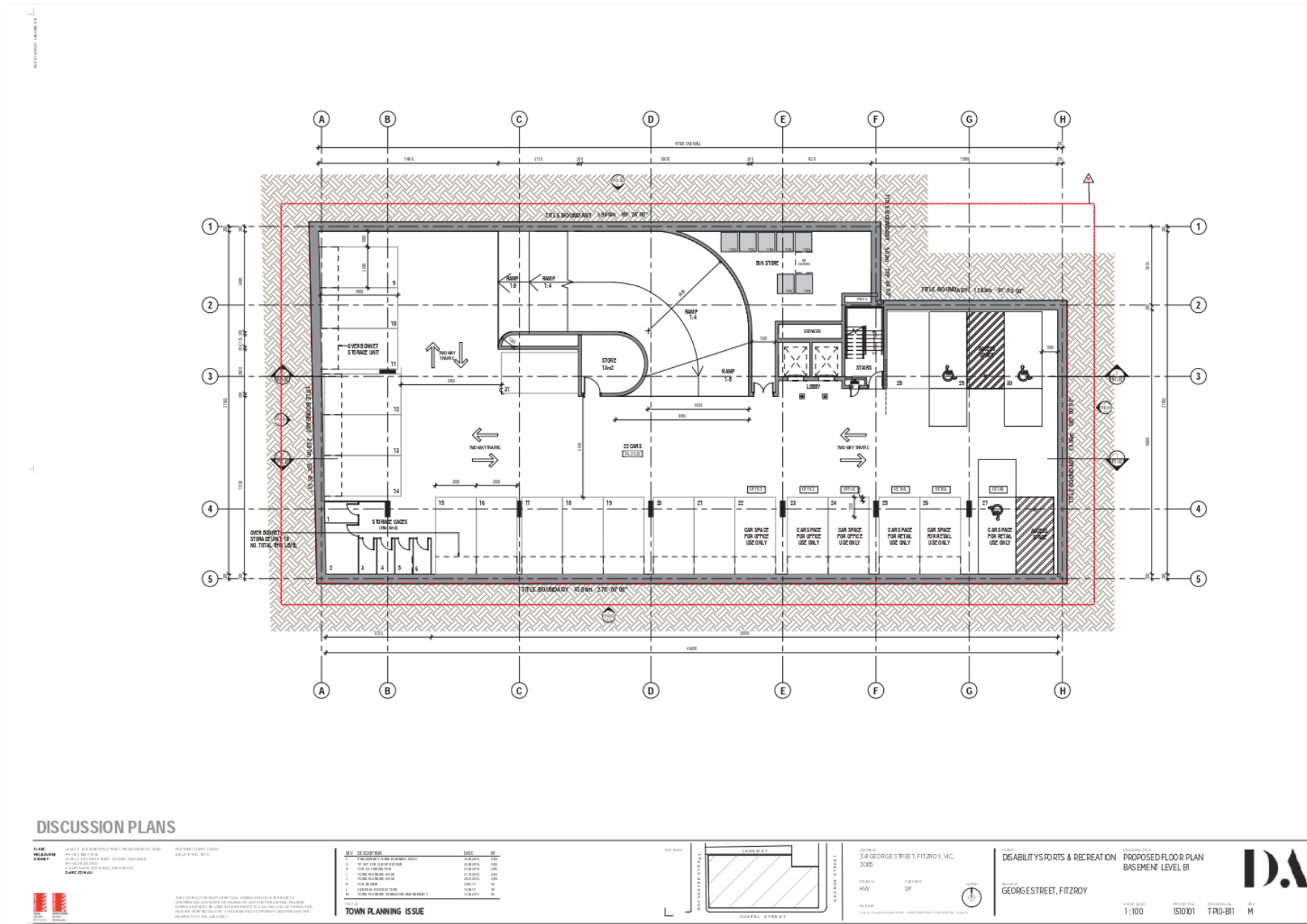
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Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

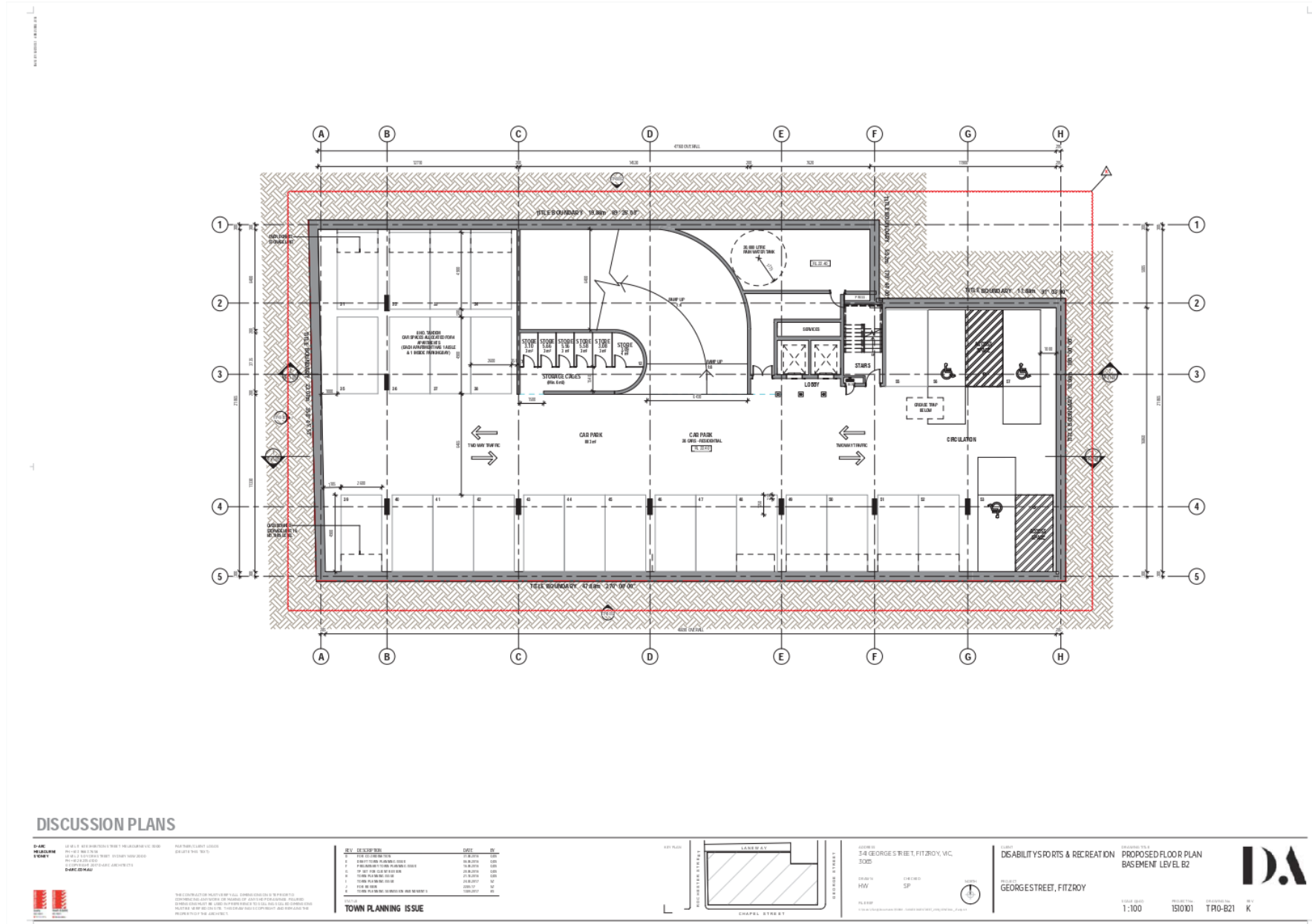


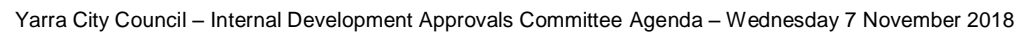


Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.

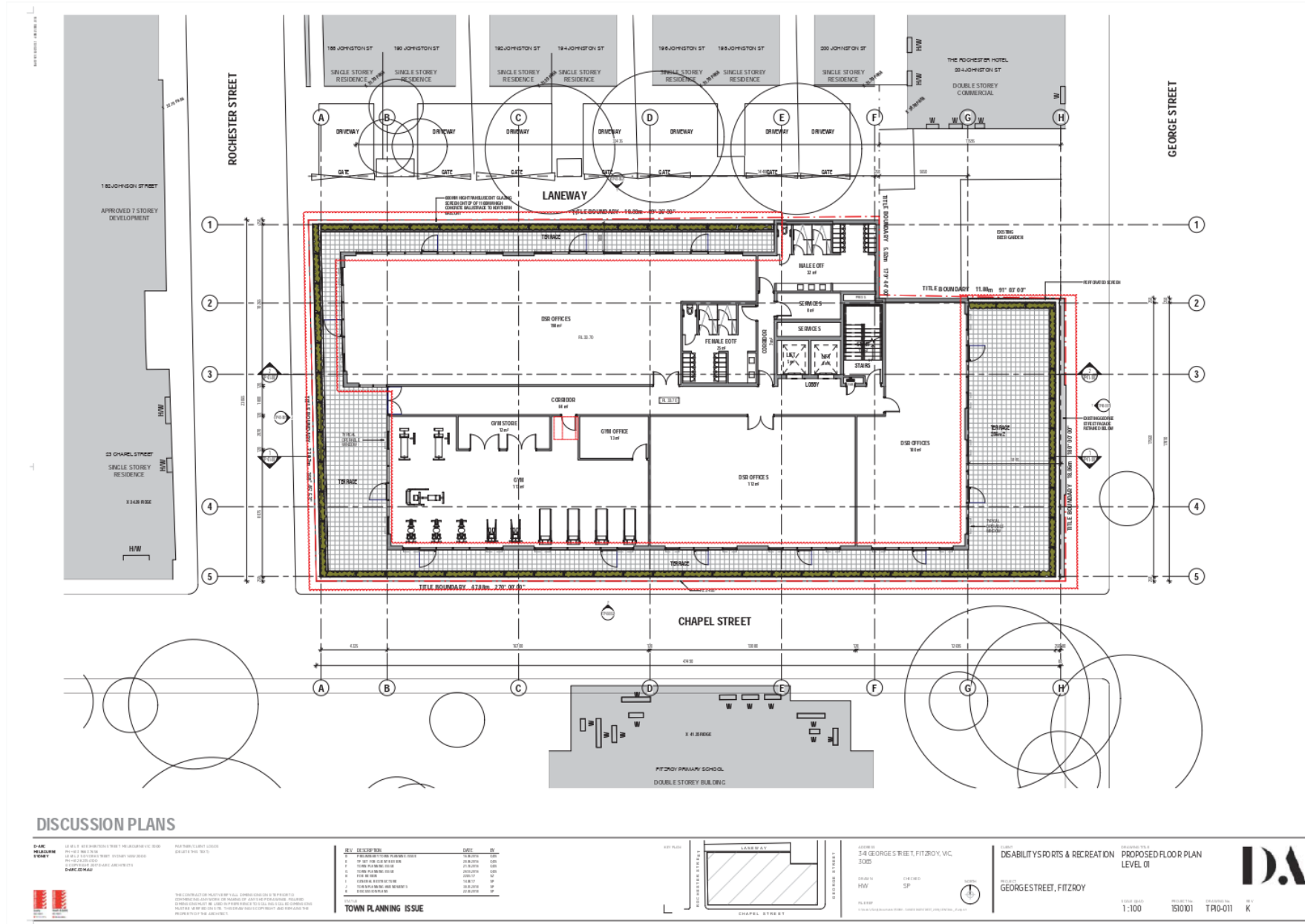


Attachment 3 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch plans.



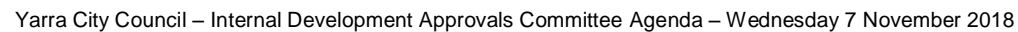


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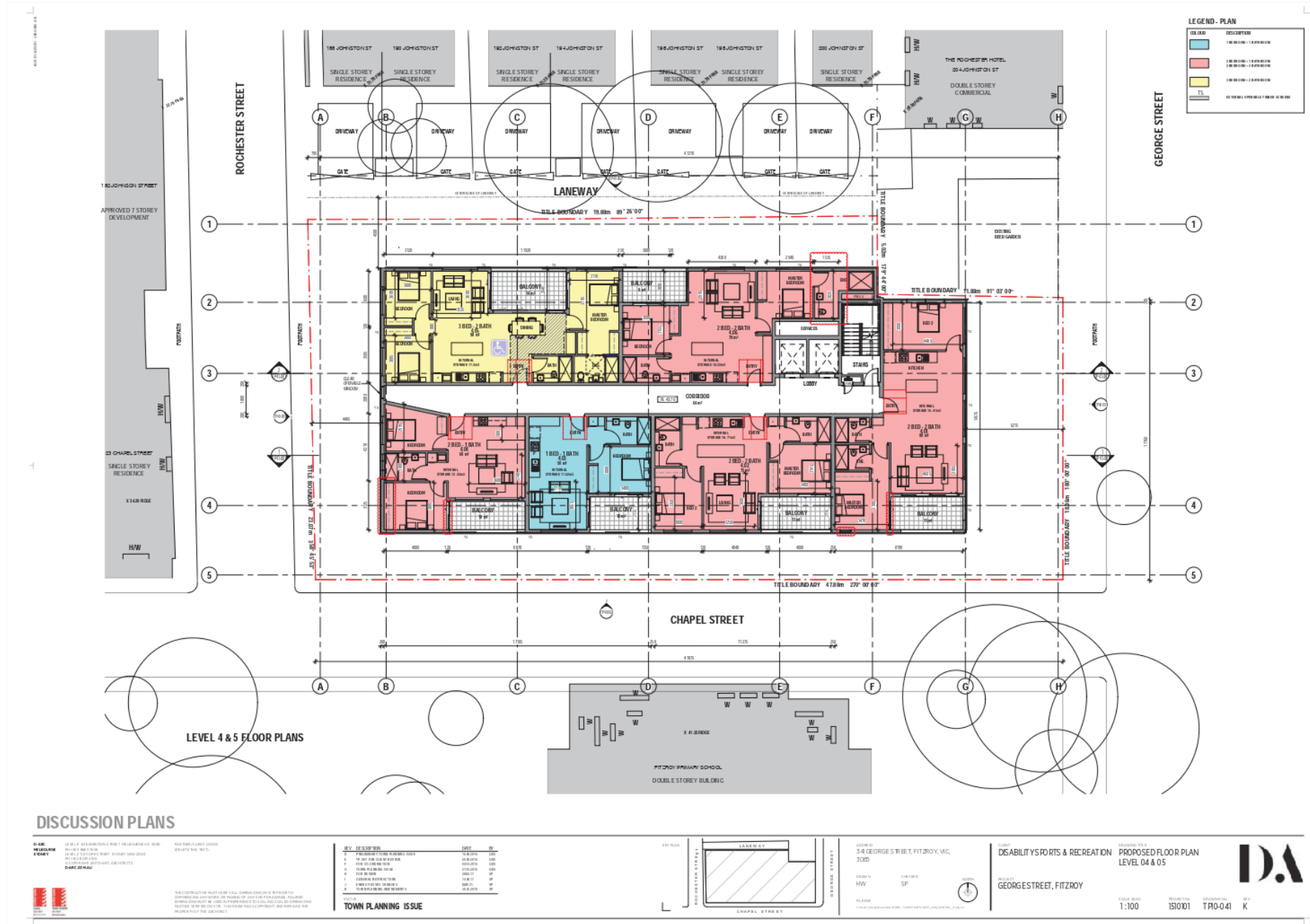


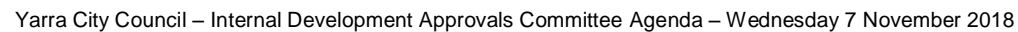
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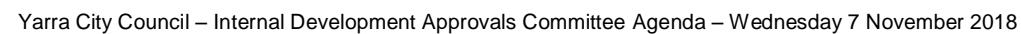




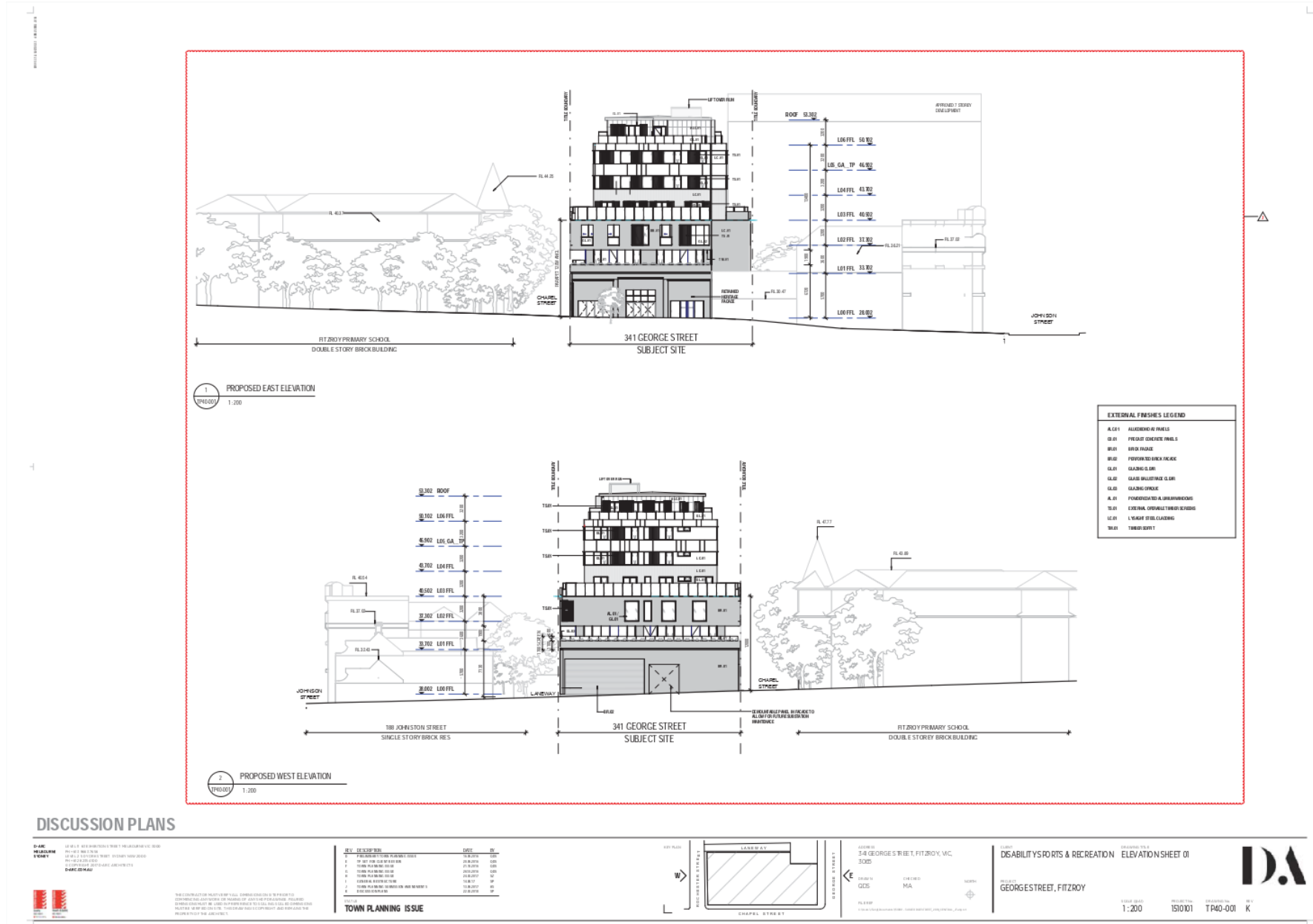
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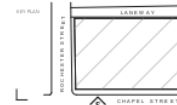
DISCUSSION PLANS

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THE CONTRACTOR MUST VERIFY ALL DIMENSIONS PRIOR TO COMMENCING ANY WORK OR MAKING OF ANYTHING PERMANENT. FIGURED DIMENSIONS MUST BE USED IN PREFERENCE TO TALLING. TALLIED DIMENSIONS MUST BE VERIFIED IN SITU. THIS DRAWING IS COPYRIGHT AND REMAINS THE PROPERTY OF THE ARCHITECT.

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TOWN PLANNING ISSUES



3-4 GEORGE STREET, FITZROY, VIC,
3085

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QDS	MA

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CLASST DISABILITIES PORTS & RECREATION ELEVATIONS SHEET 02

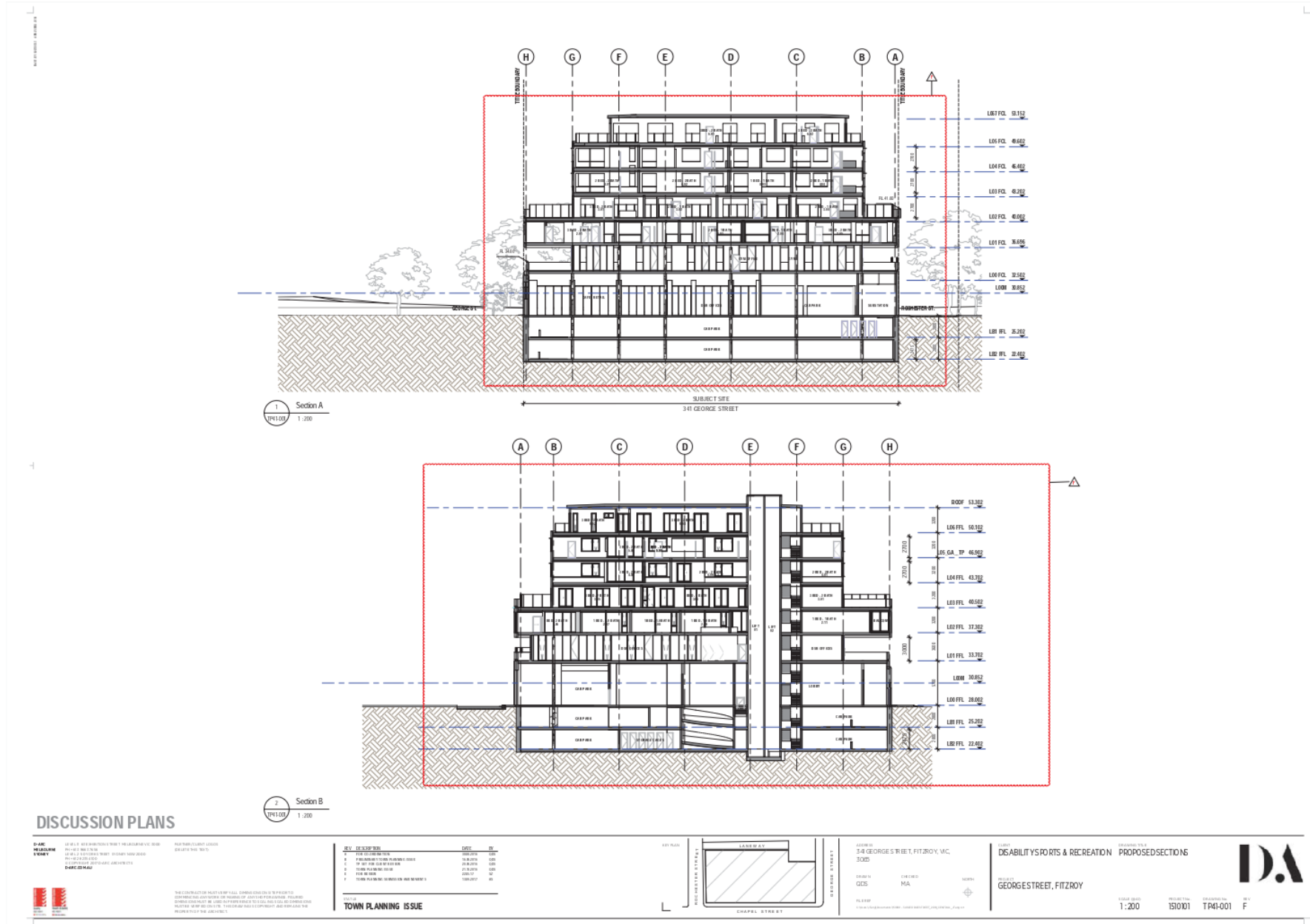
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GEORGE STREET, FITZROY

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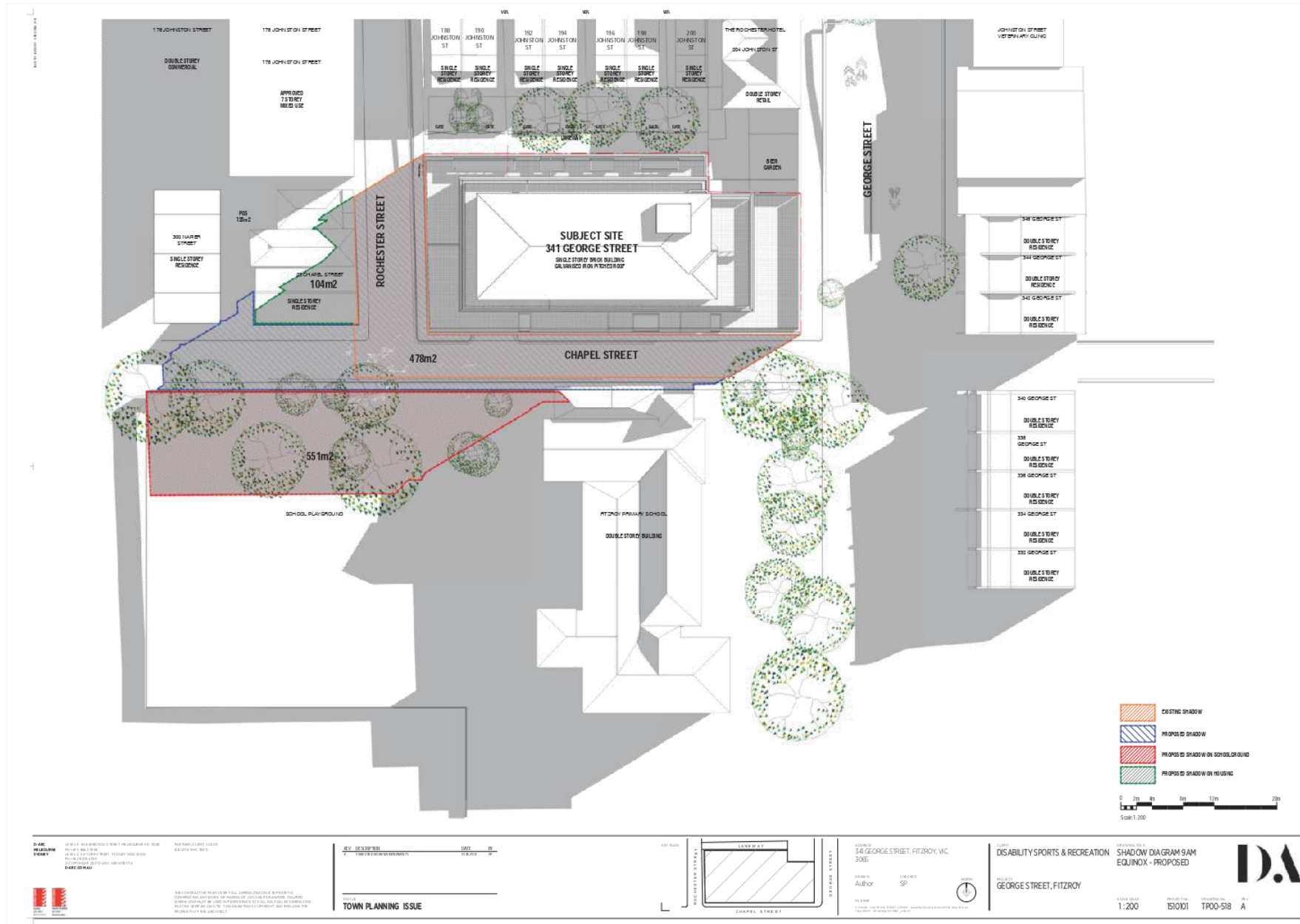
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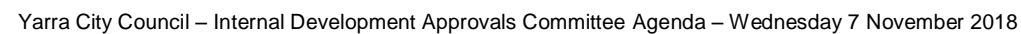
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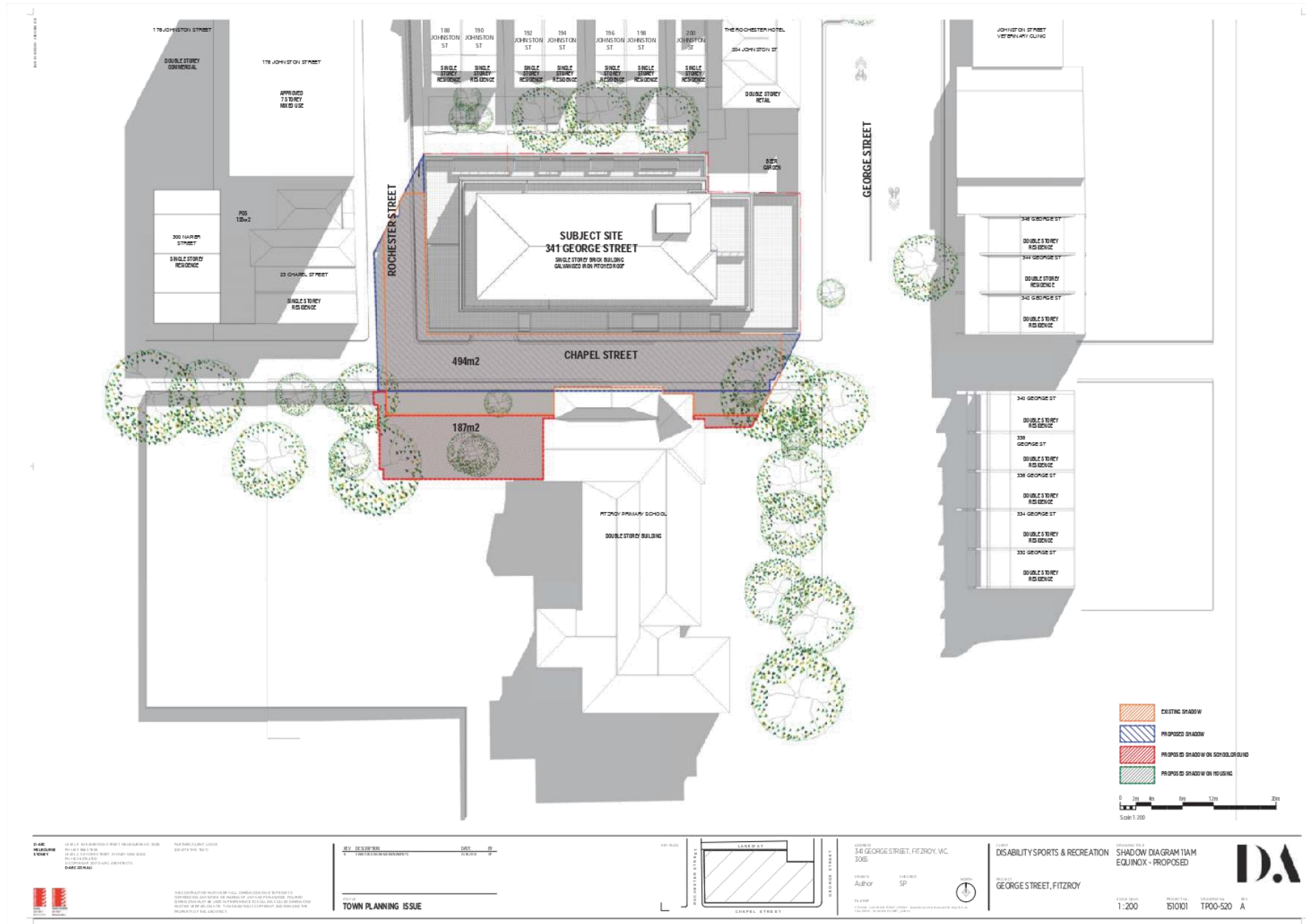


Attachment 4 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch shadow plans.

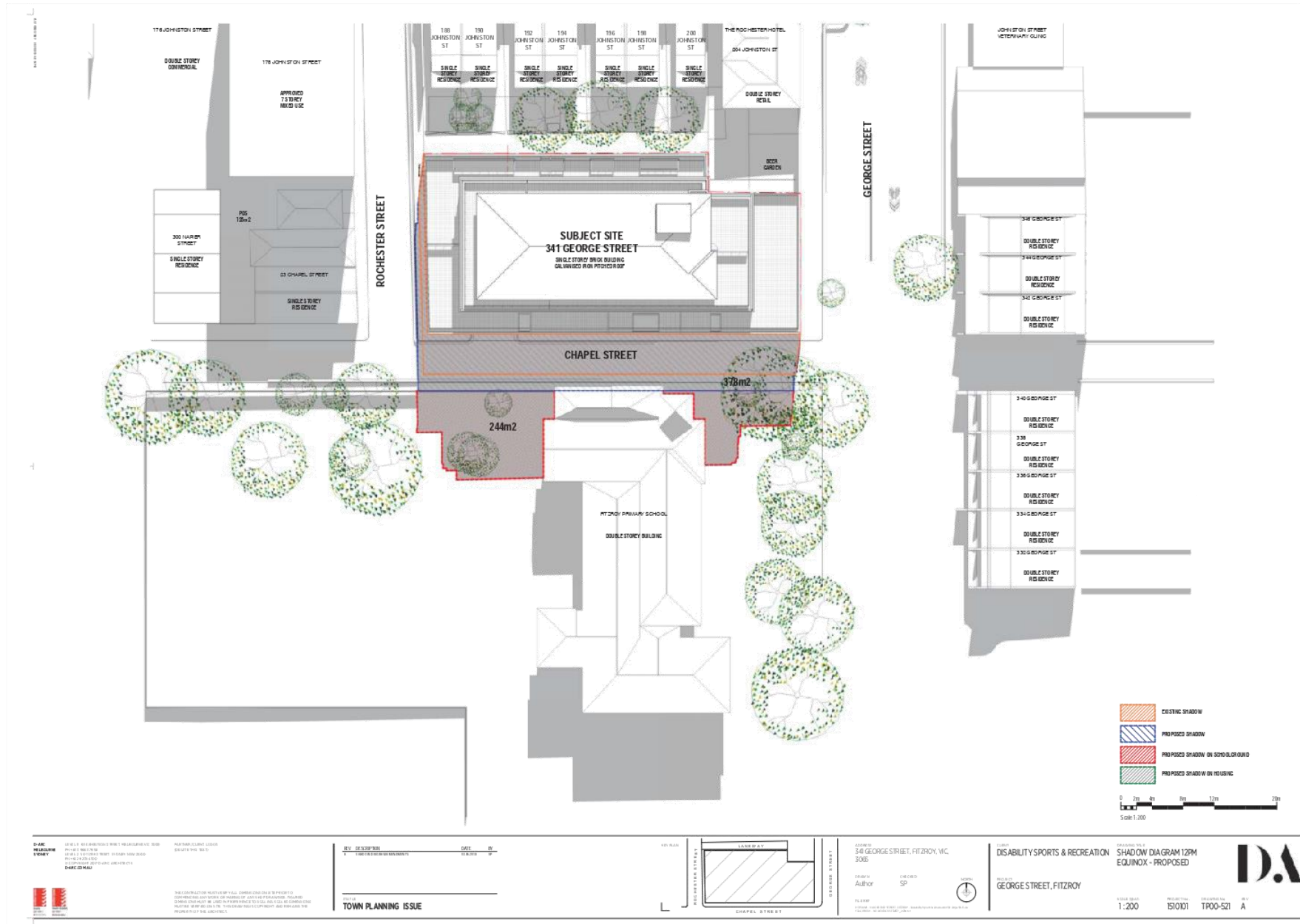




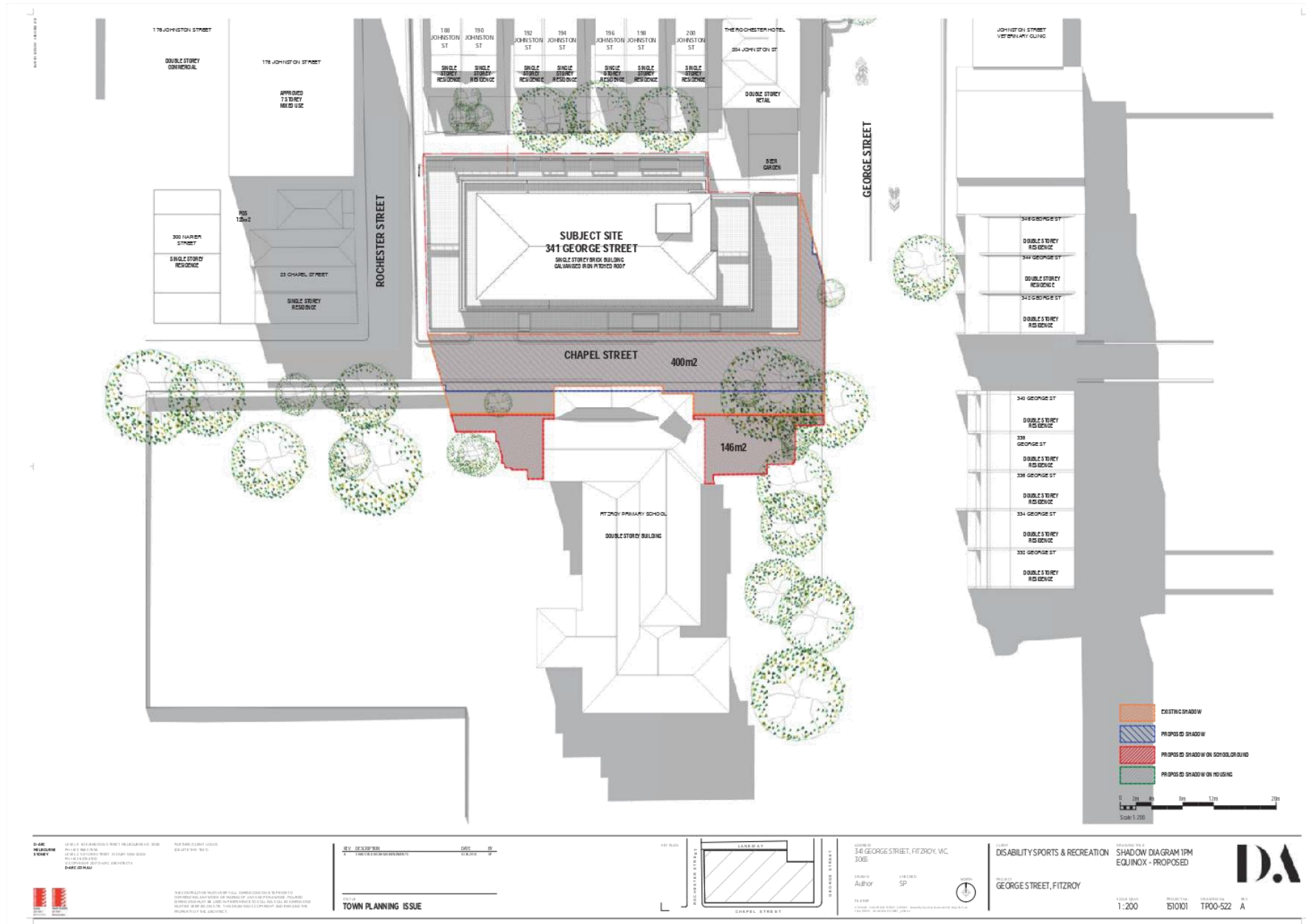
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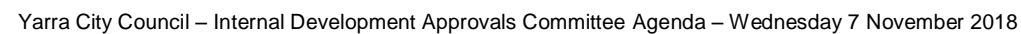


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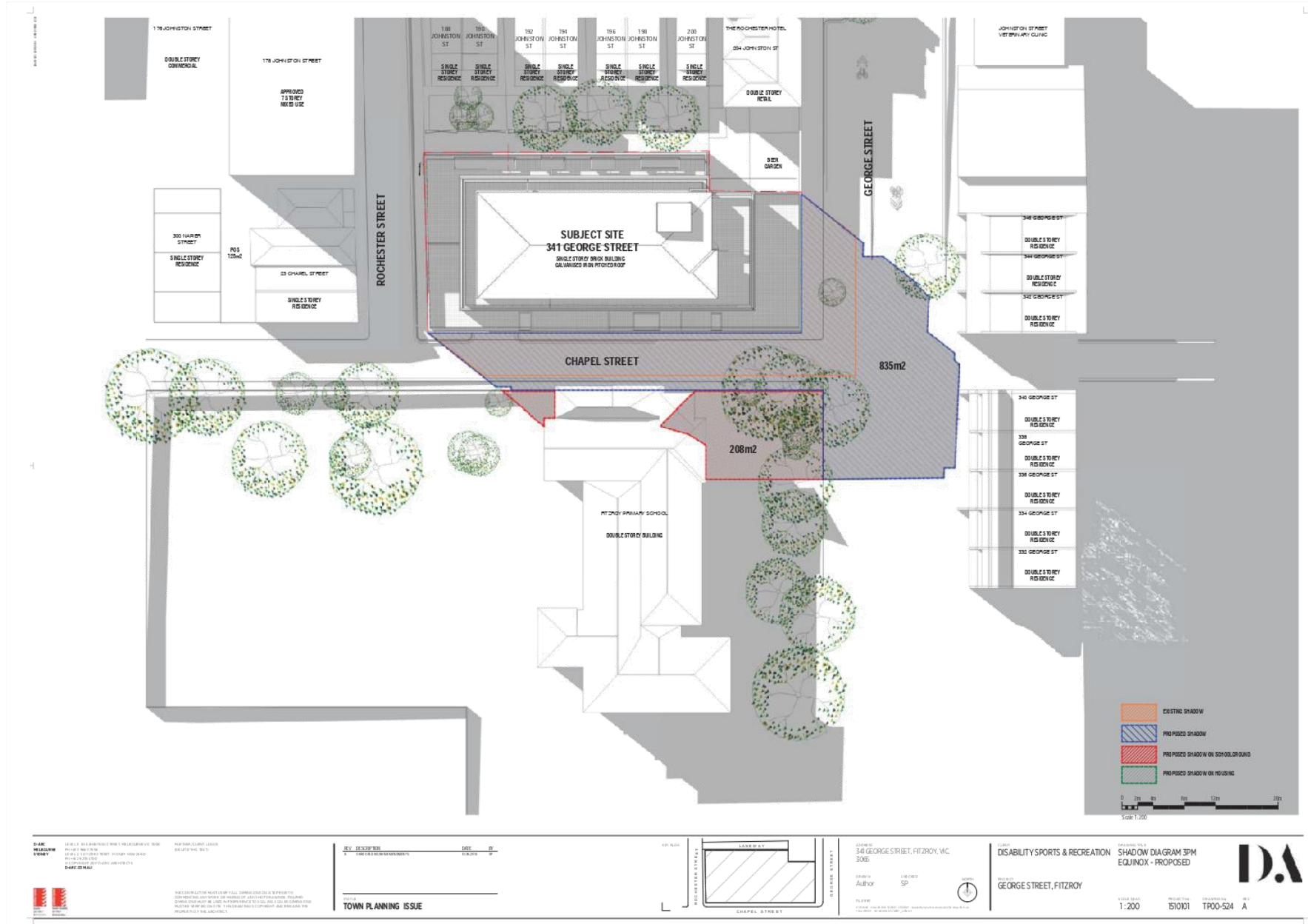


Attachment 4 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch shadow plans.





Attachment 4 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Sketch shadow plans.



Attachment 5 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Heritage advice (decision plans).

**City of Yarra
Heritage Advice**

Application No.: PLN16/1116

Address of Property: 341 – 347 George Street, Fitzroy.

Planner: Patrick Sutton

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

Heritage Overlay No.: H0334 **Precinct:** South Fitzroy.

Level of significance

No. 341 – 347 George Street, Fitzroy, a single-storey factory, constructed 1930-1940, is listed as Contributory in Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007* (Rev. May 2017).

Adjacent to the subject site to the south at Nos. 319 – 330 George Street is the Fitzroy State School No. 450, constructed 1870 – 1890, which is listed as being Individually significant Contributory in Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007* (Rev. May 2017). It is in a site-specific Heritage Overlay HO 157.

Citation: Fitzroy State School No. 450

Location

319-339 George Street ,FITZROY, City of Yarra

| ◀ more more ▶ |

[Google Maps and Google Streetview](#)

Heritage Overlay Number

H0157

For further details, contact the local council or go to [Planning Schemes Online](#).

Precinct

South Fitzroy Precinct

Level of Significance

Incl in HO area indiv sig

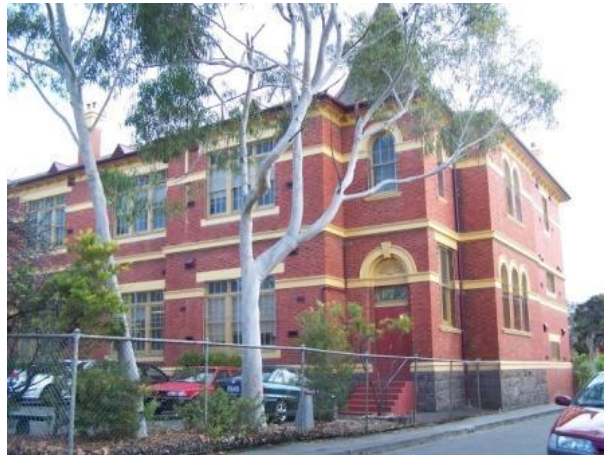


[1/4]

Fitzroy State School



Attachment 5 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Heritage advice (decision plans).



[2/4]

Fitzroy State School



[3/4]

Fitzroy State School



[4/4]

Fitzroy State School



Attachment 5 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Heritage advice (decision plans).

| image |

Statement of Significance

This site was removed from the Government Building Register on 21 May 1998 and placed in the Yarra Planning Scheme. The Statement below was provided to the City of Yarra by Heritage Victoria on 25 May 1998.

ASSESSMENT REPORT

NAME: Fitzroy Primary School. No. 450

LOCATION: George Street, Fitzroy FILE NO: 602333

LOCAL GOVERNMENT AREA: Yarra City

CONTEXTUAL STORY

Fitzroy

The suburbs of Fitzroy and Collingwood were originally known as the parish of Newt own. On February 1838, a land sale was held in Sydney of 25-acre lots for an average of £7 per acre. These were further subdivided by the purchasers and re-sold. In 1842 the area was officially named Collingwood after a British admiral. The area east of Smith Street became known as East Collingwood. Up till about 1851 it was almost a rural area with a few cottages, a few hotels and factories and a few homes of larger landholders along the Yarra. Later it became an industrial centre with many factories, tanneries and other noxious trades on the Yarra as well as many workers cottages. The western area was re-named Fitzroy and by 1873 East Collingwood had become just Collingwood. Fitzroy, on the other hand, became a residential suburb with many early houses, elegant terraces and a layout incorporating some squares and public gardens.

The inner suburbs declined when the extension of the railway made the outer suburbs more attractive to professional and business men. By the end of the 1880s, Fitzroy was in decline. Large houses in Nicholson Street and Victoria Parade became boarding houses; some houses were sub-divided and rented by their owners. Slum-dwellers who had lived in Little Bourke Street were forced out and moved into South Fitzroy. North and South Fitzroy developed in different ways. North Fitzroy remained largely a residential suburb, while South Fitzroy by the 1890s was a rundown depressed area. In the 1930s the unemployed flocked back to Fitzroy and Collingwood in search of cheap rents. Waves of migration made Fitzroy and Carlton a half- way place for newly arrived ethnic groups. In the 1950s and 1960s, slum clearance policies demolished scores of houses in South Fitzroy and replaced them with high-rise tower blocks of Housing Commission flats. In the 1980s more than seventy ethnic groups were living in Fitzroy, and the suburb was transformed yet again by young, middle class newcomers, who wanted inner-city living.

The Architect

Bastow, Henry Robert (1839-1920) was born on 3 May 1839. He migrated to Australia from Bridport, Dorset. He practised as an architect and surveyor in Tasmania in 1863 and is known to have designed the Union Chapel in Hobart. 4 He took up an appointment with the Victorian Public Service on 30 April 1866, working as a draughtsman for the Victorian Water Supply and later as an architect and civil engineer for the Railway Department. In 1873 he was appointed to the Education Department as head of the architecture branch.

The introduction of free compulsory and secular education in Victoria in 1872 led to a wave of building of schools all over the state. As the architect in charge of the provision of school buildings, Henry Bastow left a huge legacy to the State in the form of hundreds of schools of every type and size. Bastow was attached to the Education Department from 1873 to 1883 when he and his staff were transferred to the Public Works Department as part of the State Schools Division. By 1885 he was Senior Architect. He then had responsibility for "the design and execution of all architectural works".

Attachment 5 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Heritage advice (decision plans).

Bastow supervised the design of the new Crown Law Offices in 1892. He was retrenched on 30 April 1894, when reductions in the public service were made during the economic depression. He worked as an orchardist at Harcourt until his death on 30 September 1920.

HISTORY OF PLACE

The first school was a Wesleyan one opened in 1841. Hugh Templeton opened a private school in the Presbyterian Chapel in Napier Street. He then moved to Johnston Street where the school was known as the Collingwood Commercial Academy. He built a school on the corner of Greeves Street and George Street which opened on 1 October 1855 and was called the North Collingwood National School. Under the Board of Education from 1862, it became Collingwood Common School No. 450.

The Education Department took over Common School No. 450, renting the building which was on land owned by Hugh Templeton's son, Thomas. In 1874 a new building was constructed on land bought by the Department for £1800. The architect was Henry Bastow, Chief Architect for the Education Department. Caretaker's quarters were constructed in 1888, and extra land acquired for playground space in 1914 and 1961. A new infants' school was completed in 1970.

DESCRIPTION OF PLACE:

The George Street Fitzroy Primary School No. 450 is a double-storey brick building with decorative string courses and arched window mouldings. Front and back window openings have been enlarged: there are only a few arched openings remaining. It has been extended at the rear in brick with square multi-paned window units and concrete lintels. The slate roof is intact over the original section but has been replaced with tiles elsewhere. A corner entrance is marked by a turreted roof form.

The interior has been considerably altered. False ceilings have been installed in most classrooms. There is a polished timber honour board in the front hall.

COMPARISON:

The George Street Fitzroy Primary School No. 450 is an example of a Large Later Urban Gothic school constructed in 1874. It has had some: windows altered to the square headed type. It is the prototype for the asymmetrical plan schools.

The Historic Government School survey places George Street Fitzroy Primary School No. 450 in the category 4.1, Large Later Urban Schools. There are 34 examples of this type. Of these, 18 were on the Government Buildings Register and another is recommended by the survey. The most intact examples are Camp Hill (1877), Glenferrie (1877, 1881), Queensberry St. Carlton (1880-81) and Cremorne Street Richmond which have been transferred to the Victorian Heritage Register.

RECOMMENDATION

George Street Fitzroy Primary School No. 450 does not warrant inclusion on the Victorian Heritage Register as it is not of State Significance and more intact examples of its type have been recommended for transfer to the Victorian Heritage Register. The building is however a representative example of a Large Later Urban school design and of local significance. Although substantially altered it is important as the prototype for asymmetrical school plans. Also of interest is the form of the school and the tower situated on one corner. It is important for its contribution to the social history of Fitzroy. Fitzroy Primary School No. 450 has been removed from the Government Buildings Register and included in the Heritage Overlay of the relevant Local Planning Scheme. [Emphasis added.]

End Statement of Significance

Attachment 5 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Heritage advice (decision plans).

Supplementary Information:

Description

An early image of the new government school of 1874 shows a similar building to the main wing of today's complex except for changes that have enlarged windows and added chimneys, presumably in the 1914 development of the site. It was a two storey red brick school with an asymmetrical but ordered facade, arched windows, a slate covered hipped main roof, cast-iron finials, and a bell cast turret at one end. Cemented string and impost mouldings divided the storeys and linked openings. Louvered gablets provided roof ventilation. A timber picket fence lined the boundary. Since that date, the school has an added 2 storey wing, large new multi-pane window groups, and new chimneys. Fair

Context

Abutting the subject site to the south is the Fitzroy State School. When the *Government Buildings Register* was amalgamated into the *Victorian Heritage Register*, the site was afforded heritage protection and recognition under the Yarra Planning Scheme by virtue of an individual Heritage Overlay. It is clearly the more significant of the two buildings on either side of Chapel Street.



Photo contained in the Yarra Heritage Advice in relation to PL05/782 and dated 22/09/2005.

If the appearance of the subject building was the same as illustrated above it is difficult to understand why it was considered to be Contributory on aesthetic grounds. According to the GJM report the building was constructed 1941 – 42 for McLaren & Co. Pty Ltd who, from my memory, were cardboard box makers. There is no individual citation so whether the history of this building was considered to have sufficient significance as to warrant being graded Contributory is not known. McLaren's other premises are on the corner of Webb and George Streets (Nos. 140 - 164 George Street remains). Refer Fig. 13 of the GJM report. This building has a plaque testifying to the history of the site.

The subject building is unremarkable architecturally and has been altered considerably from its appearance (windows and roof) as it was at least in 2005. At this time there was an application to lengthen the front windows, and to include glazed bricks. The Heritage

Attachment 5 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Heritage advice (decision plans).

Advisor recommended that the glass bricks be replaced by "multiple-paned steel framed glazing or similar". The transverse roof monitor, (referred to as a linear lantern in the GJM report p. 6) was reportedly removed when the roof was replaced. From the above photograph it is evident that the roof of the lantern was clad in corrugated asbestos



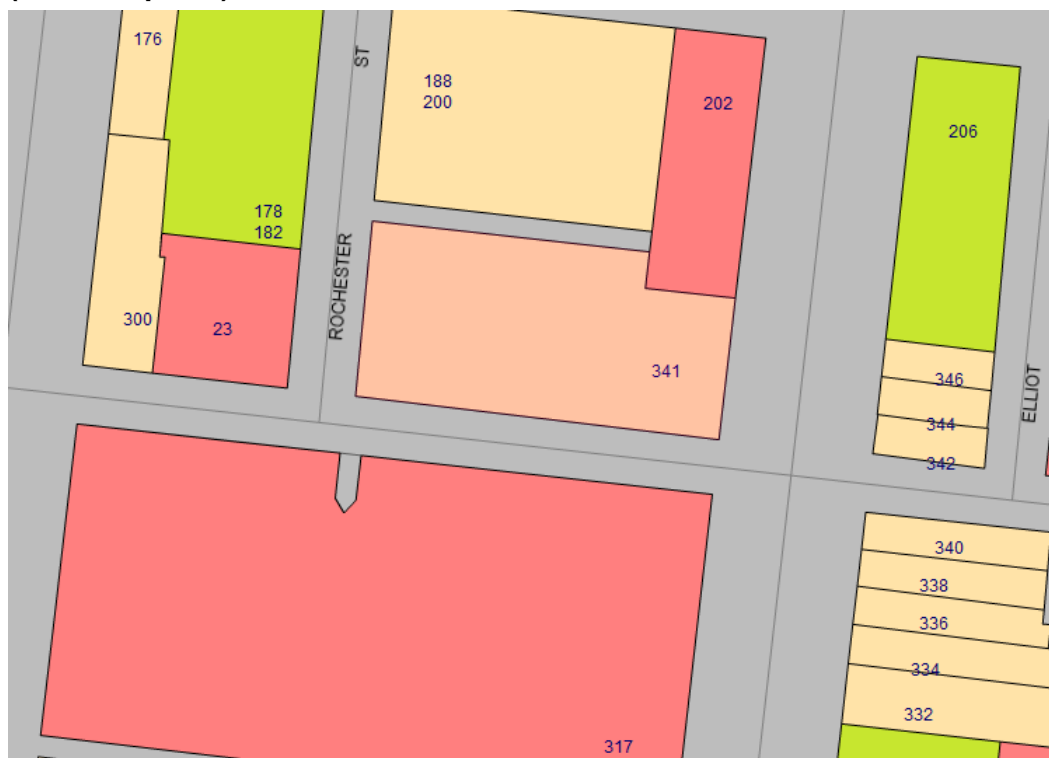
The building has been further altered from the above photo principally by the removal of the roof lantern and the long windows in the façade.

cement sheet and there is a record on Council's file referring to asbestos removal which is probably the reason for removal if not replacement in corrugated galvanised steel.

This report also provides a description of the building and my site inspection confirms these observations in the report. This report also states that "The building is in fair to poor condition, with cracks to the façade and water ingress problems evident in sections of the building, as evidenced by a lack of mortar". (p. 2) I also observed the lack of mortar.

To the south of the subject site, across Chapel Street, is the Fitzroy Primary School which is Individually significant. To the west of the subject site is No. 23 Chapel Street which is Individually significant and to the north is the Rochester Castle Hotel at No. 220 Johnston Street, constructed 1870-1890 which is Individually significant. To the north is a row of single-storey terraces (Nos. 188 – 200 Johnston Street) which are Contributory. To the east and diagonally to the south-east across George Street at Nos. 342 – 346 and 332 – 340 George Street are terraces which are Contributory. In summary most of the adjacent properties are either Individually significant or Contributory. They are all low rise (1 - 2 storeys). In relation to those the school is much higher. In comparison with the school, and its distinctive tower, the proposed development is much higher again.

Attachment 5 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Heritage advice (decision plans).



Proposal

Retention of the façade and probably the south side wall and part of the north and construction of a 6-level office/apartment building with a basement.

Drawing Numbers

25 pages of drawings prepared by D Arc and with Council date stamp 27 Sep 2017.

Heritage Impact Statement prepared by GJM Heritage with Council date stamp 27 Sep 2017.

Assessment of Proposed Works

Demolition

It is proposed to "Demolish all the existing interior walls" (TP00-050). The GJM report (p. 24) states that the side and rear walls are also to be demolished however TP40-002 is annotated to the effect that the heritage façade is to be retained on the south elevation but is to have significant intervention of full-height glazed doors/windows and that a portion (to the east) of the north elevation is to be retained. In the George Street (east) elevation it is then proposed to install two sets of bi-fold glazed doors at the north and south ends and to create a new main entry. The GJM report also states that "Retention, repair and modification of the openings to the George Street façade" are part of the scope. This is misleading and there appears to be some confusion as the drawings clearly show a greater scope of work.

The building is graded Contributory and the further alterations to the façade would normally be inappropriate and unacceptable as they would be a major intervention on, and removal of, Contributory fabric. However, I would question why it was ever graded Contributory in the first place. Leaving that aside, the subsequent alterations have significantly changed the façade to the point where in my opinion it is no longer Contributory. The proposed alterations would change it considerably again leaving only token elements of fabric.

Attachment 5 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Heritage advice (decision plans).

In my opinion the whole building could be demolished. That said this is not to be taken as a precedent for the demolition of Contributory buildings nor does it condone the approach taken here to the façade which is misguided.

Built form (height/setbacks)

Height

The height is proposed to be 25.3 metres plus lift overrun. I note that the GJM report acknowledges that the proposed building is "substantially taller than the built form in the immediate surrounds" and that it "will be readily visible in views from George, Chapel and Rochester Streets" and over the roofs of the terraces in Johnston Street. It also acknowledges that the building "cannot be described as 'visually recessive' or 'subordinate'". (p. 25) These observations are correct.

Setbacks

At Level 01 (First floor) the setback from George Street will be 6.195 metres and then 2.05 metres (south to Chapel Street), 1.8 metres on the north (laneway) and 4.3 to the south-end of the west side presumably in deference to the Individually significant cottage at 23 Chapel Street. For whatever reason any benefit to the school of a 2 metres setback is countered by a zero setback at Level 02. At Levels 3 and above the south side setbacks are generally 2.4 metres to the balustrade and 3 metres to the boundary and with a slightly deeper setback at the top level. The setback at Level 02 on the west side is zero, again countering any benefit to the cottage as a consequence of the setback at Level 01. At Level 03 the setback is 3.795 metres to the balustrade and 4.430 metres to the boundary. The setbacks above are similar except for the top level where there is a slightly deeper setback.

My concern with the setbacks is that they are not appropriately respectful of the school and the Chapel Street cottage, moreover since the principal feature of the school is the tower and turret in the north-east corner adjacent to the development site.

I am not concerned about the front setbacks for the reasons stated above.

Recommendation / Comments:

Not approved.

Demolition of the entire building is acceptable. In my opinion there is no good reason to retain this building. As proposed the result will be some incongruous mish-mash of elements at street level and with little of the original fabric being retained which would completely undermine any Contributory grading. Above street level, and bearing in mind that the building is in George Street and not Johnston Street and that proposals in Johnston have little bearing on George Street from a planning regime, if not visual, perspective. Noting that the school has a deep setback from George Street and a setback from Chapel Street, the tower and turret remain the most prominent and distinctive element in the streetscape as part of the overall dominant facade. As far as 19th century schools are concerned it is one of the more picturesque and one of the more significant at the municipal level. The height and setbacks proposed pay no respect to the school and its tower and will have an overbearing effect on the Chapel Street cottage. Chapel Street is a narrow secluded street and the present context in which the cottage sits is one of intimacy and diminutive scale. The visibility above the cottages in Johnston Street and in proximity to the Rochester Castle Hotel is also unacceptable. Fits the subject site is located in a cluster of Individually significant buildings and also Contributory buildings, in a residential street which is low rise, and with the distinctive school being the highest element. What happens in Johnston Street is not relevant to George Street.

The proposal needs to be redesigned to be more respectful of its context i.e. the school, the Chapel and Johnston Streets cottages and the Rochester Castle Hotel and the heritage houses in George Street with which there is an interface. This means that it must be lower – maybe 4 storeys maximum; it needs to have deeper setbacks at the south and west sides and possibly some tapering back on the north side to reduce any visual impact on

Attachment 5 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Heritage advice (decision plans).

the Johnston Street cottages and to have an improved design. As drawn the design is basic and uninviting. That said any new design should not compete with the school or other buildings – it should not follow some of the bolder designs in Johnston Street. Rather it should be architecturally polite and sit as a quiet element in the George Street streetscape while also being pleasing in itself and having minimal visual impacts on its Individually significant and contributory neighbours..

Signed:

A handwritten signature in black ink, appearing to read 'Riddett', is written over a light grey rectangular background.

Robyn Riddett

Director – Anthemion Consultancies

Date: 30 November, 2017.

Attachment 6 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Urban Design comments (decision plans).



urban design memo

To:	Patrick Sutton	Date:	5/02/2018
Company:	City of Yarra	From:	Hansen Urban Design
RE:	341-347 George Street, Fitzroy		

Thank you for the opportunity to review the application package for the proposed 7 storey mixed use development at **341-347 George Street, Fitzroy**. We have reviewed the plans prepared by D-ARC Architects, dated September 2017 and inspected the site and the surrounds. As well, we have reviewed the relevant background information including the Yarra Planning Scheme and the Mecone Urban Context & Town Planning Report dated, September 2017.

Our assessment in relation to urban design matters, including a number of recommendations, is set down below.

site and context

The subject site is located on the western side of George Street, and north of Chapel Street and east of Rochester Street. It is positioned approximately 40m south of Johnston Street and is within the Johnston Street NAC. Bus routes 200 and 207 travel along Johnston Street connecting the site to the Melbourne CAD and eastern suburbs. Johnston Street forms part of Yarra's Activity Centre network along main road corridors.



Site context

The subject site is irregular in shape and is considered to be flat. The site has a primary frontage of approximately 18m to George Street, and secondary frontages to Chapel and Rochester Streets of approximately 48m and 23m respectively. It also has a frontage of 36.5m in the north to a bluestone laneway, resulting in a total site area of approximately 1,152m².

The site currently comprises a single storey commercial building occupied by Disability Sport & Recreation (DSR) with a contributory level of heritage significance. The existing building is constructed to all site boundaries with vehicular access gained from the south western corner to both Rochester Street and Chapel Street.

The subject site is located within a built form context that has a predominantly low-scale 1 to 2 storey streetwall profile and a varied architectural forms, behind the Johnston Street corridor.

hansen partnership
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Attachment 6 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Urban Design comments (decision plans).



The site has the following **interfaces**:

- To the immediate **north**, is a 2.6m (approximate) wide right of way which runs along most of the subject site's northern boundary. Adjoining the site in the north east is the rear of the Rochester Castle Hotel located at 202 Johnston Street. It is a double storey individually significant heritage building and is currently used as a bar and restaurant, with an outdoor beer garden abutting the common boundary. Further north of the ROW is 188-200 Johnston Street, comprising of 7 attached single storey dwellings with vehicular access gained from the ROW.
- To the immediate **south**, is Chapel Street, an 8m wide road reserve with on-street parallel car parking, 2 way traffic movement and footpaths to both sides. On the opposite side of the street is Fitzroy Primary School, an individually significant heritage site comprising open space and a 2 storey brick school building built to the street edge and facing George Street. Canopy vegetation is predominantly present along the edges of the site, with an open school yard in the middle. Further south is a mix of 1-2 storey terraced residential forms.
- To the immediate **west**, is Rochester Street, a 9m wide road reserve with on-street parallel car parking, 2 way traffic movement and footpaths to both sides. Further west is 23 Chapel Street and 178-182 Johnston Street. 23 Chapel Street is a single storey individually significant heritage building with private open space located to the west of the site. 178-182 Johnston Street currently comprises 3 buildings as follows: two 1 storey and one 2 storey building located on the corner of Johnston and Rochester Streets. There is a current permit for a 7 storey mixed use development which was approved at VCAT in June, 2017.
- To the immediate **east**, is George Street, a 20m wide road reserve with on-street parallel and angled car parking, 2 way traffic movement and footpaths to both sides. On the opposite side of the street is 342-346 George Street. This site accommodates 3 attached double storey terrace dwellings with a contributory heritage grading. Also to the east is the rear portion of 208 Johnston Street, which comprises a single storey commercial building which accommodates a Veterinary Clinic.



North - Rochester Castle Hotel



North - 188-200 Johnston Street



South - Fitzroy Primary School - looking towards site



West - single storey cottage at 23 Chapel Street



West - Artists Impression of approval at 178-182 Johnston Street

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the proposal

- The proposal is for the partial demolition of the existing single storey commercial premise and the construction of a 7 storey mixed use building with a primary frontage and entry from George Street. The total height of the proposal and streetwall/parapet is 25.3m and 12m respectively.
- The building comprises 1 retail/café premise at ground level with frontage to George Street and Chapel Street. Office space dedicated for DSR is provided at ground and first floors. The proposal also comprises a gym on the first floor.
- A total of 32 residential apartments are proposed on the upper levels, including 16 accessible apartments. More specifically, the proposal comprises 7x 1 bedroom, 15x 2 bedroom and 10x 3 bedroom apartments.
- A basement is provided across 2 levels and double car stackers at ground level accommodating a total of 64 car parking spaces and 49 bicycle spaces. Access to the car park is gained from a vehicular crossover to Chapel Street.
- The main entry lobby for retail, office and residential use is located along George Street frontage in the site's north east corner, leading to a corridor and lift core comprising 2 lifts. The retail/café and office premises are located to the south of the entry lobby and present a fully glazed frontage to both Chapel and George Street.
- The residential levels are arranged to either side of a central east-west aligned corridors, with apartments primarily orientated to the north and south.
- The proposal constructed to all boundaries.



Artist impression of the proposal's presentation to George Street

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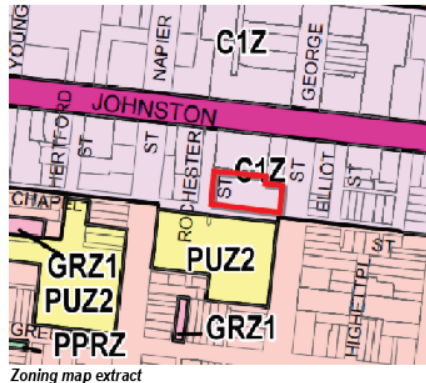


planning and design framework

The site is located within the **Commercial 1 Zone (C1Z)**. The purpose of the C1Z comprises:

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

The site is subject to the **Design and Development Overlay Schedule 10 – Johnston Street Precinct – West of Smith Street**, which contains the following objectives:



- *To retain the valued features which contribute to the preferred future character and heritage of the area;*
- *To ensure development fits with its context and the preferred future character;*
- *To develop streets with a human scale and vibrant street life;*
- *To improve the pedestrian environment in Johnston Street; and*
- *To encourage high quality new development.*

The site is also subject to the **Environmental Audit Overlay** and the **Heritage Overlay Schedule 334 – South Fitzroy Precinct**.

The site is identified within the strategic policy document, the **Smith Street Structure Plan** (November 2008) which provides increased guidance on the desired urban outcomes within this precinct.

The Smith Street Structure Plan identifies the site within **Precinct 4: Johnston Street Precinct** identifying:

- *Facades of new buildings built to the street frontage to repair the streetscape and enhance activity on the street;*
- *Larger sites maintain the existing street façade height, and higher development setback away from the street;*
- *Build to the street frontage boundary of the site;*
- *The street frontage façade of infill development must complement the predominant street frontage height of nearby and abutting properties, with upper levels setback; and*
- *4-6 storeys on sites of sufficient size to accommodate upper level setbacks to meet view line and amenity setback criteria.*

Attachment 6 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Urban Design comments (decision plans).



The following State and Local planning policies are considered relevant:

- Clause 09 – Plan Melbourne;
- Clause 15 – Built Environment and Heritage;
- Clause 21.03 – Vision;
- Clause 21.04 – Land Use;
- Clause 21.05 – Built Form;
- Clause 21.08 – Neighbourhoods;
- Clause 22.02 – Development Guidelines for Site Subject to the Heritage Overlay; and
- Clause 22.07 – Development Abutting a Laneway.

Other relevant documents:

- Smith Street Structure Plan (2008);
- City of Yarra Urban Design Strategy (2011);
- City of Yarra Built form Review (2003);
- Victorian Urban Design Charter (2010); and
- Plan Melbourne.

Attachment 6 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Urban Design comments (decision plans).



urban design assessment

In summary, we consider that the subject site lends itself to a **modest infill development** due to its existing condition, locational attributes and the size of the landholding. We are generally supportive of the proposed **built form response** in its current form primarily due to the retention of the heritage fabric and its relationship to new form above.

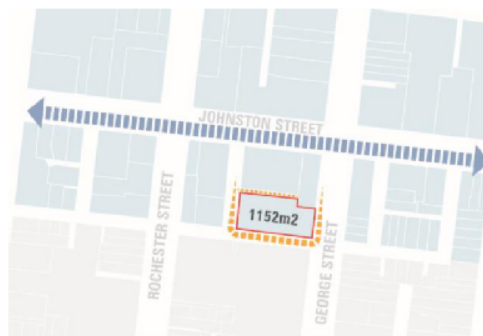
We therefore consider that the built form response **only modest refinement** to create a better urban design outcome. The reasons for our position is discussed further as follows:

Strategic Context and Urban Form

State and local policy generally provides support for more intensive redevelopment of a mixed-uses within Fitzroy, along the Johnston Street corridor and within the Smith Street Activity Centre. Yarra, like many other inner city areas, is undergoing a considerable growth. Plan Melbourne and State policy encourages this growth to be accommodated in locations that are in proximity to services and public transport. Local policy also generally provides support for more intensive development to be located in a hierarchy of Activity Centres within the municipality. More intensive and higher developments are encouraged within Major Activity Centres such as Smith Street.

Given the age and status of the Smith Street Structure Plan we have given it little consideration when assessing the proposal. However, the DDO10 provides guidance in relation to built form arrangements and scale of development. It contains discretionary design principles which seek buildings that are built for the street frontage and side boundaries, taller buildings should be setback and spaced to create new interest and variety, the street façade should complement the predominant street frontage heights of nearby and abutting properties and should not exceed 3 storeys or 12m. Development above 12m in height should be setback and not exceed 4 to 6 storeys.

The subject site occupies the largest property within the small urban block bounded by Johnston, George, Chapel and Rochester Streets. It also benefits from its largely 'island' location with three street frontages and a laneway separating it from the rear of the row houses to the north. However, the streets to the south and west are little narrow streets. It is also the largest property within the DDO10 area, on the southern side of Johnston Street. Therefore, the site is uniquely positioned to accommodate a significant infill response within the context of DDO10.



Johnston Street urban block diagram and 'island' site nature

Height and massing

We note, the nearby approval at 182 Johnston Street is 7 storeys or 21.75m above Johnston Street. The proposal also rising to 7 storeys or approximately 26m above Johnston Street. While, the difference in overall height is noticeable, at approximately 4.25m, we consider it to be proportionate to the larger size as well as its position further away from Johnston Street. However, the site's relationship to Chapel Street, and visual exposure from Johnston Street somewhat tempers the site's capacity for height.

Attachment 6 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Urban Design comments (decision plans).

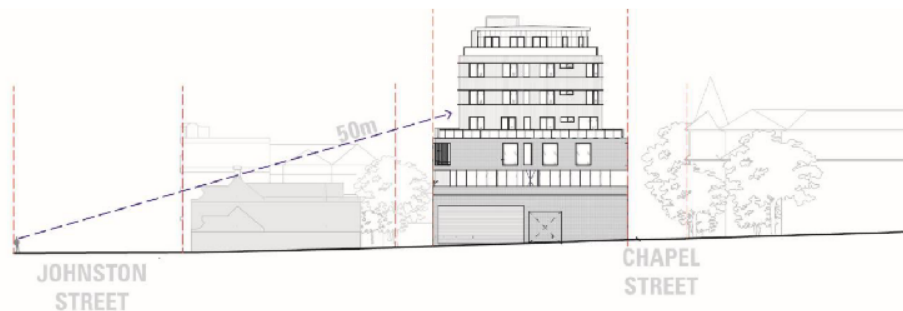


The DDO10 contains a discretionary maximum height of 4 to 6 storeys, with built form to be setback to meet various discretionary view line and amenity tests. The proposal at 7 storeys exceeds this preferred height by 1 storey. Therefore, relevant to the proposal, upper forms should avoid increased overshadowing of street and public space between 10am and 2pm at the equinox and minimise visual intrusion of upper levels when view from footpaths and public spaces.

The existing building, as demonstrated by the shadow diagrams, already significantly overshadows Chapel Street, between 10am and 2pm at the equinox. However, there appears to be an error in relation to the extent of existing shadows at 1pm and 2pm. Irrespectively, the existing building (which is largely proposed to be retained) already overshadows Chapel Street.

The proposal will cast shadows across Chapel Street and onto the grounds of the Fitzroy Primary School, between 10am and 2pm at the equinox. While, the school grounds could be considered 'public space', and therefore the amenity test within the DDO10 would require the proposal to reduce in height and mass so that no additional overshadowing of the school grounds occurs. However, we consider that given the nature of the portion of school ground affected, being at the northern perimeter of the yard, largely containing canopy trees and separated from Chapel Street by an approximately 1.8m height cyclone wire fence. That the school grounds do not constitute public space for the purpose of the overshadowing test. Further, school grounds are not accessible to the general public during school times.

In relation to the visual intrusion test, the site benefits from a 30m separation from Johnston Street. Therefore, its upper forms will be substantially setback behind the existing buildings which line Johnston Street. The subject site is situated behind a row of attached single storey terrace housing with a pitched roof and the 2 storey Rochester Castle Hotel. These relatively low heritage forms allow the upper 4 levels of the proposal to be clearly visible from the northern (far) side of Johnston Street. While, we consider the impact of the visual intrusion of the upper levels to be acceptable, we are concerned about the 'sheer' presentation of upper levels which will be clearly evident above the single storey heritage dwellings.



Impact of visual intrusion on Johnston Street

Therefore, we do not consider that a reduction of 1 level would greatly assist the proposal to 'fit' within streetscape views from within Johnston Street. Also, we consider such a reduction would enable the proposal to have a stronger relationship with the prominent and heritage 2 storey Fitzroy School building and conceal its mass within the more sensitive George Street streetscape, as viewed from the south.

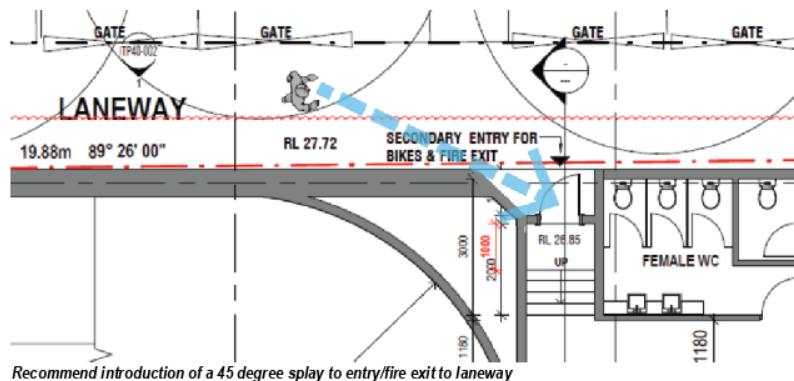
Attachment 6 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Urban Design comments (decision plans).



Site Planning

We are generally supportive of the overall site planning and make the following comments:

- We are supportive of the provision and extent of active frontage provided at ground level with frontage to George Street and wrapping the corner into Chapel Street. These tenancies are highly glazed and will provide appropriate engagement and activation of the street at ground level. The main building entrance is appropriately integrated into the heritage fabric and provides an appropriate 'sense of address' to George Street.
- The core is well located and responds to the site's stepped northern boundary by allowing an efficient basement layout, a large and flexible retail tenancy at ground and is concealed within the form at all upper levels.
- The vehicle access and egress is sensitively integrated into the heritage fabric to the rear of the property and generally retains the status quo in terms of visual impact of car storage on the single storey dwelling at 23 Chapel Street. The proposal also successfully integrates the substation within the existing roller door along the Rochester Street frontage.
- Bicycle storage is provided at ground level, in a centrally located and convenient position. It also benefits from three points of access, either via the vehicle entry, through the front door or via a secondary entry to the laneway.
- In order to improve the safety of the laneway, we would recommend that a 45 degree splay be incorporated within the western wall of the secondary pedestrian entry/fire exit to enable sightlines into the recessed doorway (upon approach from Rochester Street).



Attachment 6 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Urban Design comments (decision plans).



Massing and Architecture Expression

We are supportive of the proposal in terms of adopting a defined 3 storey brick base with a setback upper form and the use of a different architectural language. The retention and reuse of the heritage façade and base is supported and is further enhanced by the employment of a 'negative' level to distinguish new and old form (within the base) and results in the provision of a DDO10 compliant base. The rising form above the robust base is setback and expressed in rather simple, yet contemporary arrangement and treated in white lysaght steel cladding with strong horizontal rhythm. The top floor is further distinguished (from the 3 levels below) through provision of a greater setback and dark coloured alucobond panels, resulting in a define 'top' which is also slightly recessive. This results in a somewhat plain, architectural expression for a building to the rear of the Johnston Street corridor and therefore would form a 'bland' and dominant backdrop behind the existing buildings when viewed from across Johnston Street.



Artists Impression of proposal, behind existing single storey dwellings from Johnston Street.

However, the removal of a level (ideally level 5) would reduce the overall mass of the proposal to better 'fit' within the surrounding context, be less visually prominent and accord with the discretionary maximum heights within the DDO.

Function & Amenity

We note the retention of the existing owner/tenant (DSR) within the development and praise the number of apartments within the development which achieve disabled access. We also consider in general the layout and arrangement of apartments and the provision of predominantly 2 and 3 bedroom dwellings to be commendable. We consider these attributes to constitute a genuine community benefit, which is to be commended.

Attachment 6 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Urban Design comments (decision plans).



Conclusion

We are generally **supportive** of the proposal and consider that only very modest **refinement are recommended** in order to further enhance the proposal.

While, we note the proposed 1 storey height exceedance beyond the discretionary provisions of the DDO10 is acceptable when tested against the amenity tests.

Further, the proposal offers a community benefit in the provision of both disabled access dwellings as well as a dwelling mix of predominantly larger 2 and 3 bedroom dwellings. Such features are commended. However, given the lack of architectural expression of the upper levels, its presentation when viewed from Johnston Street and potential to set a height precedent within the DDO10 area, we consider that a reduction of 1 level would appropriately address these matters.

Therefore, in summary we recommend:

- **Removal of Level 5** to enable the proposal to accord with the discretionary height provisions of the DDO10; and
- The introduction of a **45 degree splay** be incorporated within the western wall of the secondary pedestrian entry/fire exit to enable sightlines into the recessed doorway.

Should you have any further enquiries, please don't hesitate to contact us on 9664 8844.

Yours faithfully,

urban design team

hansen partnership pty ltd

5 February 2017

Attachment 7 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Urban Design comments (sketch plans).



Urban Design Memo

To:	Laura Condon	Date:	10/09/2018
Company:	City of Yarra	From:	Hansen Urban Design
RE:	341-347 George Street, Fitzroy		

Thank you for the opportunity to further review the application package for the proposed 7 storey mixed use development at **341-347 George Street, Fitzroy**. We have previously reviewed the plans prepared by D-ARC Architects, dated September 2017 and inspected the site and the surrounds. As well, we have reviewed the relevant background information including the Yarra Planning Scheme and the Mecone Urban Context & Town Planning Report dated, September 2017. This memo assesses the revised 'Discussion Plans' prepared by D-Arc Architects dated 27 March 2018.

Our assessment in relation to urban design matters, including a number of recommendations, is set down below.

Site and context

The subject site is located on the western side of George Street, and north of Chapel Street and east of Rochester Street. It is positioned approximately 40m south of Johnston Street and is within the Johnston Street NAC. Bus routes 200 and 207 travel along Johnston Street connecting the site to the Melbourne CAD and eastern suburbs. Johnston Street forms part of Yarra's Activity Centre network along main road corridors.



Site context

The subject site is irregular in shape and is considered to be flat. The site has a primary frontage of approximately 18m to George Street, and secondary frontages to Chapel and Rochester Streets of approximately 48m and 23m respectively. It also has a frontage of 36.5m in the north to a bluestone laneway, resulting in a total site area of approximately 1,152m².

The site currently comprises a single storey commercial building occupied by Disability Sport & Recreation (DSR) with a contributory level of heritage significance. The existing building is constructed to all site boundaries with vehicular access gained from the south western corner to both Rochester Street and Chapel Street.

The subject site is located within a built form context that has a predominantly low-scale 1 to 2 storey streetwall profile and a varied architectural forms, behind the Johnston Street corridor.

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The site has the following **interfaces**:

- To the immediate **north**, is a 2.6m (approximate) wide right of way which runs along most of the subject site's northern boundary. Adjoining the site in the north east is the rear of the Rochester Castle Hotel located at 202 Johnston Street. It is a double storey individually significant heritage building and is currently used as a bar and restaurant, with an outdoor beer garden abutting the common boundary. Further north of the ROW is 188-200 Johnston Street, comprising a run of 7 attached single storey dwellings (under consolidated ownership) with vehicular access gained from the ROW.
- To the immediate **south**, is Chapel Street, an 8m wide road reserve with on-street parallel car parking, 2 way traffic movement and footpaths to both sides. On the opposite side of the street is Fitzroy Primary School, an individually significant heritage site comprising open space and a 2 storey brick school building built to the street edge and facing George Street. Canopy vegetation is predominantly present along the edges of the site, with an open school yard in the middle. Further south is a mix of 1-2 storey terraced residential forms.
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- To the immediate **east**, is George Street, a 20m wide road reserve with on-street parallel and angled car parking, 2 way traffic movement and footpaths to both sides. On the opposite side of the street is 342-346 George Street. This site accommodates 3 attached double storey terrace dwellings with a contributory heritage grading. Also to the east is the rear portion of 208 Johnston Street, which comprises a single storey commercial building which accommodates a Veterinary Clinic.



North – Rochester Castle Hotel



North – 188-200 Johnston Street



South – Fitzroy Primary School – looking towards site



West – single storey cottage at 23 Chapel Street



West – Artists Impression of approval at 178-182 Johnston Street

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The Proposal

- The proposal is for the partial demolition of the existing single storey commercial premise and the construction of a 7 storey mixed use building with a primary frontage and entry from George Street. The total height of the proposal and streetwall/parapet is 25.3m and 12m respectively.
- The building comprises 1 retail/café premise at ground level with frontage to George Street and Chapel Street. Office space dedicated for DSR is provided at ground and first floors. The proposal also comprises a gym on the first floor.
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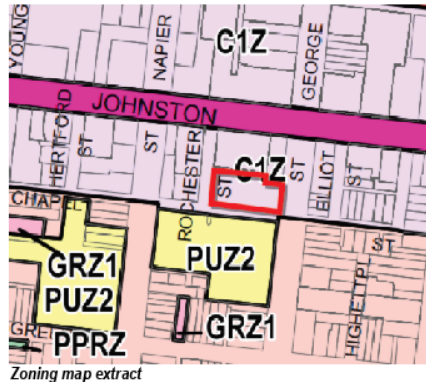


Planning and Design Framework

The site is located within the **Commercial 1 Zone (C1Z)**. The purpose of the C1Z comprises:

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The site is subject to the **Design and Development Overlay Schedule 10 – Johnston Street Precinct – West of Smith Street**, which contains the following objectives:



- To retain the valued features which contribute to the preferred future character and heritage of the area;
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The site is also subject to the **Environmental Audit Overlay** and the **Heritage Overlay Schedule 334 – South Fitzroy Precinct**.

The site is identified within the strategic policy document, the **Smith Street Structure Plan** (November 2008) which provides increased guidance on the desired urban outcomes within this precinct.

The Smith Street Structure Plan identifies the site within **Precinct 4: Johnston Street Precinct** identifying:

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The following State and Local planning policies are considered relevant:

- Clause 11 – Settlement;
 - Clause 11.01-1S – Settlement;
- Clause 15 – Built Environment and Heritage;
 - Clause 15.01-1S – Urban Design;
 - Clause 15.01-1R – Urban design – Metropolitan Melbourne;
 - Clause 15.01-2S – Building design;
 - Clause 15.03-1S – Heritage conservation;
- Clause 21.03 – Vision;
- Clause 21.04 – Land Use;
- Clause 21.05 – Built Form;
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- Clause 22.02 – Development Guidelines for Site Subject to the Heritage Overlay; and
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Other relevant documents:

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- Victorian Urban Design Charter (2010).

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Urban Design Assessment

In summary, we consider that the subject site lends itself to a **modest infill development** due to its existing condition, locational attributes and the size of the landholding. We are supportive of the proposed **built form response** in its current form primarily due to the retention of the heritage fabric and its relationship to new form above.

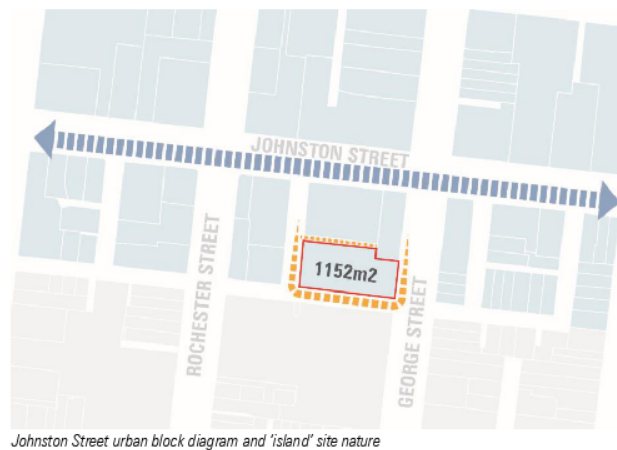
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Given the age and status of the Smith Street Structure Plan we have given it little consideration when assessing the proposal. However, the DD010 provides guidance in relation to built form arrangements and scale of development. It contains discretionary design principles which seek buildings that are built for the street frontage and side boundaries, taller buildings should be setback and spaced to create new interest and variety, the street façade should complement the predominant street frontage heights of nearby and abutting properties and should not exceed 3 storeys or 12m. Development above 12m in height should be setback and not exceed 4 to 6 storeys.

The subject site occupies the largest property within the small urban block bounded by Johnston, George, Chapel and Rochester Streets. It also benefits from its largely 'island' location with three street frontages and a laneway separating it from the rear of the row houses to the north. However, the streets to the south and west are little narrow streets. It is also the largest property within the DD010 area, on the southern side of Johnston Street. Therefore, the site is uniquely positioned to accommodate a significant infill response within the context of DD010.



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Height and massing

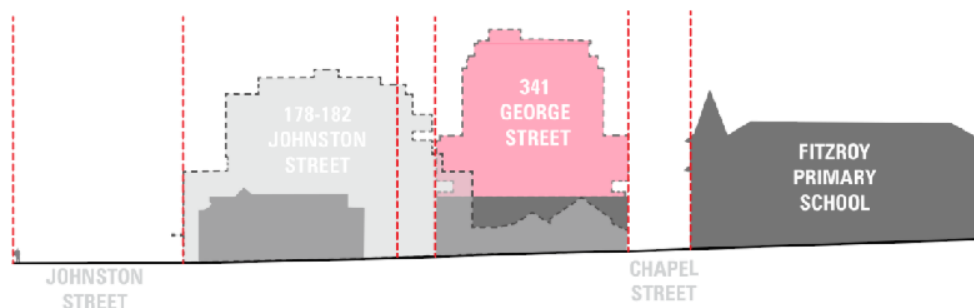
We note, the nearby approval at 178-182 Johnston Street is 7 storeys or 21.75m (RL 48.49) above Johnston Street. The proposal also rising to 7 storeys or approximately 26m (RL 53.30) above Johnston Street. While, the difference in overall height is noticeable, at approximately 4.81m, we consider it to be proportionate to the larger size as well as its position further away from Johnston Street. However, the site's relationship to Chapel Street, and visual exposure from Johnston Street somewhat tempers the site's capacity for height.

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The proposal will cast shadows across Chapel Street and onto the grounds of the Fitzroy Primary School, between 10am and 2pm at the equinox. While, the school grounds could be considered 'public space', and therefore the amenity test within the DDO10 would require the proposal to reduce in height and mass so that no additional overshadowing of the school grounds occurs. However, we consider that given the nature of the portion of school ground affected, being at the northern perimeter of the yard, largely containing canopy trees and separated from Chapel Street by an approximately 1.8m height cyclone wire fence. That the school grounds do not constitute public space for the purpose of the overshadowing test. Further, school grounds at not accessible to the general public during school times.

In relation to the visual intrusion test, the site benefits from a 30m separation from Johnston Street. Therefore, its upper forms will be substantially setback behind the existing buildings which line Johnston Street. By way of comparison the approved massing at 178-182 reaches its maximum height of 7 storeys, set back approximately 8.8m from Johnston Street, behind a 3 storey streetwall.

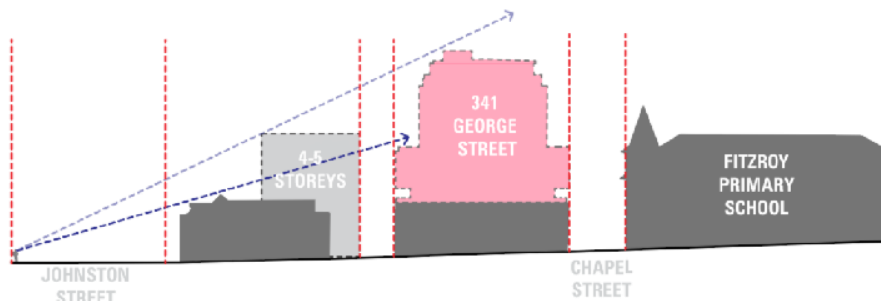


Massing comparison with approved form at 178-182 Johnston Street.

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While, the subject site is situated behind a row of attached single storey terrace housing with a pitched roof and the 2 storey Rochester Castle Hotel. These relatively low heritage forms allow the upper 4 levels of the proposal to be clearly visible from the northern (far) side of Johnston Street. We acknowledge that these individual dwellings are under a single ownership, which increases their potential to accommodate development in the future. Given, the need to appropriately respect the single storey heritage terraces, we envisage that a modest 4-5 storey form could be contemplated to the rear of these consolidated properties. If such a form were to exist (in the future) it would considerably conceal (or completely hide) the proposal from views from Johnston Street.



Proposed and potential future visual impact of proposal as viewed from far side of Johnston Street

In the interim, the revised proposal has suitably enhanced the architectural expression of its rising form to create an articulated façade presentation which introduces stronger horizontal division to suitably 'break-up' the previously 'sheer' appearance. We consider the revised architectural expression to be acceptable.

Therefore, we consider the impact of the visual intrusion of the upper levels to be acceptable when viewed from the far side of Johnston Street.

Site Planning

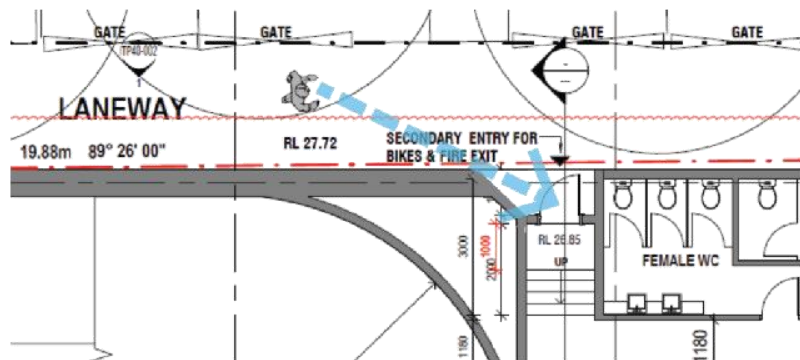
We are generally supportive of the overall site planning and make the following comments:

- We are supportive of the provision and extent of active frontage provided at ground level with frontage to George Street and wrapping the corner into Chapel Street. These tenancies are highly glazed and will provide appropriate engagement and activation of the street at ground level. The main building entrance is appropriately integrated into the heritage fabric and provides an appropriate 'sense of address' to George Street.
- The core is well located and responds to the site's stepped northern boundary by allowing an efficient basement layout, a large and flexible retail tenancy at ground and is concealed within the form at all upper levels.
- The vehicle access and egress is sensitively integrated into the heritage fabric to the rear of the property and generally retains the status quo in terms of visual impact of car storage on the single storey dwelling at 23 Chapel Street. The proposal also successfully integrates the substation within the existing roller door along the Rochester Street frontage.

Attachment 7 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Urban Design comments (sketch plans).



- Bicycle storage is provided at ground level, in a centrally located and convenient position. It also benefits from three points of access, either via the vehicle entry, through the front door or via a secondary entry to the laneway.
- In order to improve the safety of the laneway, we would recommend that a 45 degree splay be incorporated within the western wall of the secondary pedestrian entry/fire exit to enable sightlines into the recessed doorway (upon approach from Rochester Street).



Recommend introduction of a 45 degree splay to entry/fire exit to laneway

Massing and Architecture Expression

We are supportive of the proposal in terms of adopting a defined 3 storey brick base with a setback upper form and the use of a different architectural language. The retention and reuse of the heritage façade and base is supported and is further enhanced by the employment of a 'negative' level to distinguish new and old form (within the base) and results in the provision of a DDO10 compliant base.



Artists Impression of proposal, behind existing single storey dwellings from Johnston Street.

Attachment 7 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Urban Design comments (sketch plans).



We were previously critical of the rather simple (bland) architectural expression of Levels 3-5. The revised proposal has now appropriately addressed our concerns by way of introducing a distinct treatment to Level 3, comprising a different and darker lysaght steel cladding colour. This assists in visually recessing Level 3 and introduces a distinction to Levels 4-5 which are expressed as a 'pair' levels. This revised presentation results an acceptable architectural expression viewed in the backdrop of Johnston Street.

Function & Amenity

We note the retention of the existing owner/tenant (DSR) within the development and praise the number of apartments within the development which achieve disabled access. We also consider in general the layout and arrangement of apartments and the provision of predominantly 2 and 3 bedroom dwellings to be commendable. We consider these attributes to constitute a genuine community benefit, which is to be commended.

Conclusion

We are **supportive** of the proposal and consider that only very minor **refinement is recommended** in order to further enhance the proposal at ground level.

We consider the 1 storey height exceedance beyond the discretionary provisions of the DD010 to be acceptable when tested against the amenity tests.

Further, the proposal offers a community benefit in the provision of both disabled access dwellings as well as a dwelling mix of predominantly larger 2 and 3 bedroom dwellings. Such features are commended.

Therefore, we recommend:

- The introduction of a **45 degree splay** be incorporated within the western wall of the secondary pedestrian entry/fire exit to enable sightlines into the recessed doorway.

Given, the minor nature of this recommendation, we consider it could be done by way of a permit condition.

Should you have any further enquiries, please don't hesitate to contact us on 9664 8844.

Yours faithfully,

Urban Design Team

Hansen Partnership Pty Ltd

10 September 2018

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



ESD in the Planning Permit Application Process

Yarra City Council's planning permit application process includes Environmentally Sustainable Development (ESD) considerations. This is now supported by the ESD Local Policy Clause 22.17 of the Yarra Planning Scheme, entitled *Environmentally Sustainable Development*.

The Clause 22.17 requires all eligible applications to demonstrate best practice in ESD, supported by the Built Environment Sustainability Scorecard (BESS) web-based application tool, which is based on the Sustainable Design Assessment in the Planning Process (SDAPP) program.

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category *Residential 1. Ten or more dwellings*.

What is a Sustainable Management Plan (SMP)?

An SMP is a detailed sustainability assessment of a proposed design at the planning stage. An SMP demonstrates best practice in the 10 Key Sustainable Building Categories and;

- Provides a detailed assessment of the development. It may use relevant tools such as BESS and STORM or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identifies achievable environmental performance outcomes having regard to the objectives of Clause 22.17 (as appropriate); and
- Demonstrates that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site's opportunities and constraints; and
- Documents the means by which the performance outcomes can be achieved.

An SMP identifies beneficial, easy to implement, best practice initiatives. The nature of larger developments provides the opportunity for increased environmental benefits and the opportunity for major resource savings. Hence, greater rigour in investigation is justified. It may be necessary to engage a sustainability consultant to prepare an SMP.

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice. The following comments are based on the review of the architectural drawings, prepared by D-Arc (rev K 13.09.2017) and the accompanying SMP, prepared by Arc Resources (14.09.2017 1052A).

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

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



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Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



Assessment Summary:

Responsible Planner:	Patrick Sutton		
ESD Advisor:	Euan Williamson		
Date:	14.11.2017	Planning Application No:	PLN16/1116
Subject Site:	341-347 George Street, Fitzroy		
Site Area:	Approx. 1054m ²	Site Coverage:	100%

Project Description: Seven storey building comprising offices, 32 dwellings.

Pre-application meeting(s): None.

The standard of the ESD does not meet Council's Environmental Sustainable Design (ESD) standards. Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

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

(1) Applicant ESD Commitments:

- Minimum 6.5 Star average NatHERS Star rating for dwellings.
- A STORM report with a 102% STORM score has been submitted that demonstrates best practice and relies on ~652m² of roof connected to 20,000 litres in rainwater storage for flushing of all toilets in non-residential areas.
- 49 secure bicycle parking spaces in bike store on ground floor.
- Energy efficient heating/cooling and lighting.
- Water efficient fixtures and taps.

(2) Application ESD Deficiencies:

- 40% of dwellings will have access to cross ventilation, single aspect dwellings will have poor natural ventilation with room depths of ~8m. Very poor standard of natural ventilation to non-residential areas as there are no operable windows to office areas or gym. Recommend operable windows to office areas and gym to provide access to natural ventilation. Recommend re-designing single aspect dwellings to reduce dwelling depth. Recommend ceiling fans to all habitable rooms in single aspect dwellings to assist with ventilation. Recommend extraction fans to kitchen ranges (not re-circulating type).
- Daylight was not addressed in the SMP. Single aspect dwellings on lower levels will have poor daylight access, further impacted by future surrounding development. Please provide further daylight information demonstrating that daylight to proposed dwellings will be adequate under future equitable development scenarios. Recommend building re-design including reconfiguration of lower level dwellings to increase setback from northern laneway, and reduce room depth.
- The energy efficiency of the non-residential portion of the development appears to meet minimum NCC standards only. Please update the SMP and demonstrate an improvement over minimum compliance.
- Significant areas of glazing exposed to northerly, west and east facing summer sun angles. SMP includes recommendations to install additional shading that have not been reflected in the plans. Ensure that shading recommendations included in the SMP are enacted and that no dwelling's cooling loads exceed the 30MJ/m² BADS standard.
- Ensure that suitable end-of-trip facilities for all staff are provided.

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



- Recommend introducing some landscaping to meet the BADS and Clause 22.17 standards and to improve the ecological value of the site.
- Recommend that the development include some outdoor communal spaces for residents and staff such as gardens or other facilities to meet BADS standards.
- The SMP uses the STEPS tool which is no longer accepted by Council and has been superseded by the BESS tool. STEPS and the SMP do not address all objectives of Clause 22.17 of the planning scheme. Please update the SMP to address current ESD standards.

(3) Outstanding Information:

- Changes to the building design (such as exterior shading) are required to validate the NatHERS ratings in the SMP. Refer to the SMP for details. Please update architectural drawings to be consistent with these recommendations and validate the NatHERS ratings submitted to Council.

(4) ESD Improvement Opportunities

- Consider a solar PV array to contribute to common area electricity consumption.
- Consider gas boosted solar hot water.
- Consider electric vehicle charging infrastructure.
- Consider specifying low-VOC internal finishes, sealants, carpets and flooring, wall and ceiling coverings, as well as low or zero formaldehyde content in engineered timber products
- Consider that all timber to be certified by FSC as sustainable.
- Consider recycled concrete component and low embodied energy steel.
- Consider recycled materials in building components such as insulation.
- Recommend providing a composting system for dwellings.

Further Recommendations:

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

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

1. Indoor Environment Quality (IEQ)

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	40% of dwellings will have access to cross ventilation. Single aspect dwellings will have poor natural ventilation with room depths of ~8m. No operable windows to office areas or gym.	Recommend operable windows to office areas and gym to provide access to natural ventilation. Recommend ceiling fans to all habitable rooms in single aspect dwellings to assist with ventilation. Recommend extraction fans to kitchen ranges (not re-circulating type).	2
Daylight & Solar Access	Daylight was not addressed in the SMP. Single aspect dwelling on lower levels will be borderline daylight access, further reduced by future surrounding development.	Please provide further daylight information demonstrating that daylight to proposed dwellings will be adequate under future equitable development scenarios. Recommend building re-design including reconfiguration of lower level dwellings to increase setback from northern laneway, and reduce room depth.	2
External Views	External views from all dwellings.	-	1
Hazardous Materials and VOC	Low VOC paints.	Consider specifying low-VOC internal finishes, sealants, carpets and flooring, wall and ceiling coverings, as well as low or zero formaldehyde content in engineered timber products.	4
Thermal Comfort	Good thermal comfort is determined through a combination of good access to ventilation, balanced passive heat gains and high levels of insulation. The application proposes: - Some access to natural ventilation - Additional shading proposed - Average thermal efficiency standards.	Please refer to section on, <i>NCC Energy Efficiency Requirements Exceeded and Effective Shading</i>	2

* Council Assessment Ratings:

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

References and useful information:

SDAPP Fact Sheet: [1. Indoor Environment Quality](#)
Good Environmental Choice Australia Standards www.geca.org.au
Australian Green Procurement www.greenprocurement.org
Residential Flat Design Code www.planning.nsw.gov.au
Your Home www.yourhome.gov.au

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

2. Energy Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	Minimum 6.5 Star average NatHERS Star rating for dwellings.	The energy efficiency of the non-residential portion of the development appears to meet minimum NCC standards only. Please update the SMP and demonstrate an improvement over minimum compliance. Changes to the building design (such as exterior shading) are required to validate the NatHERS ratings in the SMP. Please updated architectural drawings to be consistent.	3
Hot Water System	Gas water system with a minimum 86% efficiency storage system to all dwellings.	Consider gas boosted solar hot water.	4
Peak Energy Demand	Peak demand reduced through various initiatives.	-	1
Effective Shading	Significant areas of glazing exposed to northerly, west and east facing summer sun angles. SMP includes recommendations to install additional shading that have not been reflected in the plans.	Ensure that shading recommendations included in the SMP are enacted and that no dwelling's cooling loads exceed the 30MJ/m ² BADS standard.	2
Efficient HVAC system	Energy efficient reverse cycle heating/cooling systems within one star of the most efficient available.	-	1
Efficient Lighting	Energy efficient lighting, and external lighting to have motion sensor controls.	-	1
Electricity Generation	No information has been submitted.	Consider a solar PV array to contribute to onsite electricity consumption.	4
Other	-	-	-

* Council Assessment Ratings:

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

References and useful information:

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

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

Building Code Australia www.abcb.gov.au

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

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

Energy Efficiency www.resourcesmart.vic.gov.au

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

3. Water Efficiency

Objectives:

- to ensure the efficient use of water
- to reduce total operating potable water use
- to encourage the collection and reuse of rainwater and stormwater
- to encourage the appropriate use of alternative water sources (e.g. grey water)
- to minimise associated water costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Water efficient taps and fittings throughout, including: <ul style="list-style-type: none"> - 4 Star toilets - 5 Star tapware - 3 Star showers <9 litres/min - 5 Star dishwashers 	-	1
Water for Toilet Flushing	A 20,000 litre rainwater tank connected to all non-residential toilets for flushing.	-	1
Water Meter	Water metering for individual dwellings and all major common area uses.	-	1
Landscape Irrigation	No information has been provided.	-	-
Other	-	-	-

* Council Assessment Ratings:

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

References and useful information:

SDAPP Fact Sheet: [3. Water Efficiency](#)

Water Efficient Labelling Scheme (WELS) www.waterrating.gov.au

Water Services Association of Australia www.wsaa.asn.au

Water Tank Requirement www.makeyourhomegreen.vic.gov.au

Melbourne Water STORM calculator www.storm.melbournewater.com.au

Sustainable Landscaping www.ourwater.vic.gov.au

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

4. Stormwater Management

Objectives:

- to reduce the impact of stormwater runoff
- to improve the water quality of stormwater runoff
- to achieve best practice stormwater quality outcomes
- to incorporate Water Sensitive Urban Design principles.

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM report with a 102% STORM score has been submitted that demonstrates best practice and relies on ~652m ² of roof connected to 20,000 litres in rainwater storage for flushing of all toilets in non-residential areas.	-	1
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	The 2,000 litres of rainwater tanks detailed above will partially act in a detention capacity.	-	1
Stormwater Treatment	-	-	-
Others	-	-	-

* Council Assessment Ratings:

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

References and useful information:

SDAPP Fact Sheet: [4. Stormwater Management](#)
 Melbourne Water STORM calculator www.storm.melbournewater.com.au
 Water Sensitive Urban Design Principles www.melbournewater.com.au
 Environmental Protection Authority Victoria www.epa.vic.gov.au
 Water Services Association of Australia www.wsaa.asn.au
 Sustainable Landscaping www.ourwater.vic.gov.au

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No information has been provided.	Consider recycled materials in building components such as insulation.	4
Embodied Energy of Concrete and Steel	No information has been provided.	Consider recycled concrete component and low embodied energy steel.	4
Sustainable Timber	All feature timber to be certified by FSC or AFS as sustainable.	Consider that all timber used onsite meets this standard.	4
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
Other	-	-	-

* Council Assessment Ratings:

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

References and useful information:

SDAPP Fact Sheet: [5. Building Materials](#)
 Building Materials, Technical Manuals www.yourhome.gov.au
 Embodied Energy Technical Manual www.yourhome.gov.au
 Good Environmental Choice Australia Standards www.geca.org.au
 Forest Stewardship Council Certification Scheme www.fsc.org
 Australian Green Procurement www.greenprocurement.org

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Car parking in car stackers.	-	1
Bike Parking Spaces	49 secure bicycle parking spaces in bike store on ground floor.	-	1
End of Trip Facilities	No information has been provided.	Ensure that suitable end-of-trip facilities for all staff are provided.	2
Car Share Facilities	No information has been provided.	-	1
Electric vehicle charging	No information has been provided.	Consider electric vehicle charging infrastructure.	4

* Council Assessment Ratings:

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

References and useful information:

SDAPP Fact Sheet: [6. Transport](#)

Off-setting Car Emissions Options www.greenfleet.com.au

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

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

Bicycle Victoria www.bv.com.au

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

7. Waste Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	A CWMP with a minimum 70% recycling/reuse target for construction and demolition waste.	-	1
Operational Waste Management	Space for general waste and recycling bins.	Recommend providing a composting system for dwellings	4
Storage Spaces for Recycling and Green Waste	Area for bins can be identified on the plans.	-	1
Others	-	-	-

* Council Assessment Ratings:

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

References and useful information:

SDAPP Fact Sheet: [7. Waste Management](#)
 Construction and Waste Management www.sustainability.vic.gov.au
 Preparing a WMP www.epa.vic.gov.au
 Waste and Recycling www.resourcesmart.vic.gov.au
 Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002) www.environment.nsw.gov.au
 Waste reduction in office buildings (2002) www.environment.nsw.gov.au

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

8. Urban Ecology

Objectives:

- to protect and enhance biodiversity
- to provide sustainable landscaping
- to protect and manage all remnant indigenous plant communities
- to encourage the planting of indigenous vegetation.

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	NA
Maintaining / Enhancing Ecological Value	No specific information has been submitted.	Recommend introducing some landscaping to meet the BADS and Clause 22.17 standards and to improve the ecological value of the site.	2
Heat Island Effect	No specific information has been submitted.	-	1
Communal Spaces	No specific information has been submitted.	Recommend that the development include some communal spaces for residents and staff such as gardens or other facilities.	2

* Council Assessment Ratings:

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

References and useful information:

SDAPP Fact Sheet: [8. Urban Ecology](#)

Department of Sustainability and Environment www.dse.vic.gov.au

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

Greening Australia www.greeningaustralia.org.au

Green Roof Technical Manual www.yourhome.gov.au

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

9. Innovation

Objective:

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

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

* Council Assessment Ratings:

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

References and useful information:

SDAPP Fact Sheet: [9. Innovation](#)
 Green Building Council Australia www.gbca.org.au
 Victorian Eco Innovation lab www.ecoinnovationlab.com
 Business Victoria www.business.vic.gov.au
 Environment Design Guide www.environmentdesignguide.com.au

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

10. Construction and Building Management

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	Comprehensive commissioning and tuning of all major appliances and building services.	-	1
Building Users Guide	No specific information has been submitted.	Recommend a Building Users Guide explaining optimal usage of building services and sustainability features within the development including rainwater tanks, energy systems, etc.	4
Contractor has Valid ISO14001 Accreditation	No specific information has been submitted.	-	1
Construction Management Plan	No specific information has been submitted.	Recommend that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.	4
Others	-	-	-

* Council Assessment Ratings:

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

References and useful information:

SDAPP Fact Sheet: [10. Construction and Building Management](#)

ASHRAE and CIBSE Commissioning handbooks

International Organization for standardization – ISO14001 – Environmental Management Systems

Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

Sustainable Management Plan (SMP)
for planning applications being considered by Yarra Council



Applicant Response Guidelines

Project Information:

Applicants should state the property address and the proposed development's use and extent. They should describe neighbouring buildings that impact on or may be impacted by the development. It is required to outline relevant areas, such as site permeability, water capture areas and gross floor area of different building uses. Applicants should describe the development's sustainable design approach and summarise the project's key ESD objectives.

Environmental Categories:

Each criterion is one of the 10 Key Sustainable Building Categories. The applicant is required to address each criterion and demonstrate how the design meets its objectives.

Objectives:

Within this section the general intent, the aims and the purposes of the category are explained.

Issues:

This section comprises a list of topics that might be relevant within the environmental category. As each application responds to different opportunities and constraints, it is not required to address all issues. The list is non-exhaustive and topics can be added to tailor to specific application needs.

Assessment Method Description:

Where applicable, the Applicant needs to explain what standards have been used to assess the applicable issues.

Benchmarks Description:

The applicant is required to briefly explain the benchmark applied as outlined within the chosen standard. A benchmark description is required for each environmental issue that has been identified as relevant.

How does the proposal comply with the benchmarks?

The applicant should show how the proposed design meets the benchmarks of the chosen standard through making references to the design brief, drawings, specifications, consultant reports or other evidence that proves compliance with the chosen benchmark.

ESD Matters on Architectural Drawings:

Architectural drawings should reflect all relevant ESD matters where feasible. As an example, window attributes, sun shading and materials should be noted on elevations and finishes schedules, water tanks and renewable energy devices should be shown on plans. The site's permeability should be clearly noted. It is also recommended to indicate water catchment areas on roof- or site plans to confirm water re-use calculations.

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.



TO: Danielle Connell
FROM: Euan Williamson, ESD Advisor
DATE: 30.04.2018
FILE: PLN16/1116 – 341-347 George Street, Fitzroy
SUBJECT: ESD response to updated SMP and plans.

Danielle,

I have reviewed the substituted plans, prepared by *D Architects* (prepared 27.03.2018), and amended SMP prepared by Ark resources (dated 23.03.2018). In summary, most of my previous concerns regarding ESD have been addressed by the amended material. A further amended SMP is requested.

The following issues have been resolved to a satisfactory standard;

- Energy efficiency to dwellings and no-residential areas, including cooling loads,
- Access to natural ventilation,
- End of trip facilities,
- Landscaping and common areas.

Daylight

After further investigation into this site, I am satisfied that the level of daylight to proposed dwellings will be adequate and that future development on the adjoining sites is unlikely to impact on this amenity. This is based on the heritage value of the adjoining sites and assuming that any development will be sympathetic to the heritage character of the area.

The BESS report, however, still includes a non-compliant IEQ section with no daylight credits acknowledged or claimed. I recommend that the applicant and their consultant team amend the SMP and BESS report to demonstrate compliance with BESS's IEQ section. The project clearly does not meet the "DTS Daylight" criteria in the BESS tool, but other methods of calculating daylight (BESS calculator or daylight modelling) should be pursued to lift the quality of the SMP and better support their proposal.

If you or the applicant would like to discuss my comments or recommendation further, please contact me.

Euan Williamson
Environmental Sustainable Development Advisor
City of Yarra PO Box 168 Richmond 3121
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Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.



TO: Danielle Connell
FROM: Euan Williamson, ESD Advisor
DATE: 30.08.2018
FILE: PLN16/1116 – 341-347 George Street, Fitzroy
SUBJECT: ESD response to updated SMP.

I have reviewed the amended SMP by Ark Resources, dated the 20th May 2018, and I can confirm that the project meets our ESD standards and that the BESS report has been updated and the document is suitable for endorsement.

If you or the applicant would like to discuss this further, please contact me.

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.



22 November 2017

640.10090.05070 341-347 George St Fitzroy 20171121.docx

City of Yarra
PO Box 168
Richmond VIC 3121

Attention: Patrick Sutton

Dear Patrick

**341 George Street, Fitzroy
Planning Assessment Acoustical Review**

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the residential development proposed for 341 George Street, Fitzroy.

Details of the report are as follows:

- Title: 341 George Street, Fitzroy, Acoustic Assessment
- Date: 1 September 2017
- Prepared by: Acoustic Logic Consultancy (ALC)

The report has been prepared to address the city of Yarra RFI for the project, reproduced below:

- (g) The application has not indicated that any live music is performed from the adjoining premises at No.202 Johnston Street and this must be confirmed as the website associated with this premises indicates that this may be the case.
- (i) The application material identifies this premises as a bar/restaurant – more detail is required as to the actual activities undertaken from this premises.
- (ii) If live music is performed from any premises within 50m of the subject site the application requirements as per clause 52.43-5 of the Yarra Planning Scheme must be complied with, including the provision of an acoustic report.

1 Preliminary

(Sections 1 to 3 of the acoustic report)

The proposal, the development site, the nearest noise sources and noise sensitive receivers are identified in these sections of the report. The application is for the construction of a 7 storey residential building including:

- 2 levels of basement car parking with car stackers (carpark accessed via Chapel Street)
- Ground floor car parking, offices, retail and café

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ABN 29 001 584 612

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- Level 1 offices and gym
- Five levels of residential apartments.

The nearest noise sensitive receivers are identified as the residential areas north, east and west of the development site. All dwellings are separated from the development by a laneway or road.

Potential sources of noise to the development site are identified as:

- Rochester Hotel, north east of the subject site. Noise sources include:
 - Patron noise from beer garden and music and patron noise from within the Rochester Hotel
 - Patron noise from a small outdoor smoking area on the west side of the building (first floor)
 - Kitchen exhaust fans
- Road traffic noise from Johnston Street

SLR Comments: *the project, site and surrounds and potential noise impacts are generally identified in the report.*

2 Rochester Hotel Patron / Beer Garden Noise

2.1 Quantification of Noise Impacts

(Sections 5 and 7 of the acoustic report)

Noise from the Rochester Hotel has been quantified with a series of attended and unattended noise measurements.

The following attended measurements were conducted:

- In the hotel front bar on Tuesday 22 August 2017, between 2:30 and 2:35 pm with music played at the maximum level allowed by the installed noise limiter.
- In the hotel beer garden between 10:40 pm and 10:55 pm on a Saturday night, while the space was occupied by approximately 30 people.
- In the hotel function room while music was played at typical levels, as identified by the hotel operator.

Unattended noise logging was conducted:

- Overlooking the beer garden, with a microphone at a height of approximately 4.5 m, from 19-20 August 2017 (Saturday night / Sunday morning). This was the same period that the attended measurement was conducted.

Graphs of the noise logging data are included in Appendix 2 of the acoustic report.

On the basis of their measurements and observations, ALC conclude that noise from music and patrons at the Rochester Hotel will be addressed if noise from the beer garden is addressed (i.e. patron noise from the beer garden is the more critical impact to the subject development).

SLR Comment: *Music and patron noise impacts have been quantified and the data obtained is clearly presented. The involvement of the venue operators provides assurance that the worst case music and patron noise impacts have generally been quantified.*

In Section 7 of the report ALC indicate that the beer garden was approximately half full during the assessment, and they have made allowances in their calculation of patron noise impacts for higher noise levels.

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The patron noise spectrum provided in Table 2 of the report appears to include too much low frequency to be attributable to voice alone. This may be due to background music or to mechanical plant.

2.2 Assessment Criteria

(Sections 6.4 and 6.5)

ALC note that music noise is assessable to SEPP N-2 and state that given music from the hotel was neither clearly audible nor the dominant source, it effectively complies with SEPP N-2.

Patron noise is proposed to be assessed to internal targets of 35 dBA Leq in living rooms and in bedrooms during the day and evening period, and 30 dBA Leq in bedrooms at night.

SLR Comment: *The proposed criteria for voice are reasonable. In our opinion further information is required to demonstrate that a music noise assessment is not required, as the provided spectra may include a contribution from music.*

2.3 Assessment

(Sections 6.5 and 7.0 of the report)

The patron noise assessment is based on a patron noise level of 77 dBA Leq at the façade of the building measured while the venue was at 50% capacity. The noise spectrum used in calculations is that obtained during the attended measurements in the beer garden.

SLR Comment: *The predictions of patron noise at the façade of the development for 100% capacity are not transparent and we recommend that this information is more clearly documented in the report, as it may be relied upon for future assessments and/or reviews of the glazing upgrade advice. The following information would be useful for these purposes:*

- *A predicted level of patron noise within the courtyard, at the reference/monitoring location, for 100% capacity (based on our experience on other projects we would anticipate this to be in the order of 82-83 dBA Leq) and/or*
- *The façade location at which the noise level assumed in ALC calculations is predicted to occur. It is unclear whether this location is the masonry façade wall closest to the beer garden (i.e. north façade which is equivalent to the logging location), or the nearest habitable room window (which is in the eastern façade of the building).*

2.4 Façade Upgrade Advice

(Section 7 of the acoustic report)

Advice is provided for façade upgrades to control patron noise to exposed apartments. The glazing advice is detailed in the marked up drawings attached to the report. ALC note that brick veneer components of the façade will not require specific acoustic upgrades

SLR Comment: *The glazing advice provided in the report looks generally adequate for controlling the likely levels of patron noise. However, our indicative calculations suggest that bedrooms 2 of most affected apartments on levels 4 and 5 may need further upgrades.*

We also recommend that an acoustic specification is provided for the walls of habitable rooms overlooking the beer garden even though these are proposed to be masonry. Due to the large areas of some walls and the low frequency component of the measured spectrum, our calculations suggest that acoustic detailing may be required to achieve the internal ratings (this may consist of specifying a minimum air cavity with fibrous insulation to the cavity).

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3 Existing Mechanical Plant

Some apartments in the development will overlook roof mounted mechanical plant serving the Rochester Hotel.

3.1 Design Targets

ALC propose achieving SEPP N-1 indoor limits for existing mechanical plant. The calculated limit is 26 dBA Leq inside habitable rooms at night.

SLR Comment: *We agree that meeting SEPP N-1 indoor targets (assuming openable windows are closed) is reasonable for the development. We are also of the opinion that external noise levels on balconies should not be so high as to render these spaces unusable. As a guide, we recommend that levels do not exceed 55 dBA Leq in outdoor spaces. This level is in line with the WHO guidelines for outdoor areas used for rest and relaxation.*

The provided SEPP N-1 noise limits are determined from background noise measurements conducted at the south of the subject site (overlooking Chapel Street). Given that background noise levels are likely to be higher on the northern side of the development site, it would be reasonable from our perspective to use the SEPP N-1 Zoning Levels as the noise limits for Rochester Hotel mechanical plant.

3.2 Noise Measurements, Predictions and Façade Upgrades

An attended measurement of noise from mechanical plant at the Hotel was conducted at ground level in George Street while noise from the equipment was audible. The measured level was 60 dBA Leq. Noise from this equipment was also recorded by the roof mounted noise logger (Location 1) and the measured level was in the order of 67 dBA Leq at this location.

ALC do not include an explicit assessment of noise from mechanical plant on the roof of the Hotel. The façade upgrades provided in Section 7 are, however, intended to control noise to the nominated SEPP N-1 indoor targets.

SLR Comment: *There appear to be a number of items of roof mounted mechanical plant – two kitchen exhaust fans and some air conditioning equipment, and it is unclear which items were operating during the measurements. This information is required if noise from the equipment is to be predicted to different parts of the development.*

Our main concern is noise from the most elevated kitchen exhaust fan, which may not be effectively quantified with measurements conducted either at ground level or the logger location. Noise from this fan is likely to be greater at receivers overlooking the fan discharge (e.g. 4th and 5th floor bedrooms on the north east corner of the site). If the noise level measured at the logging location was predominantly due to this fan, our calculations suggest that the internal design targets will not be met.

Our recommended balcony design target of 55 dBA Leq appears likely to be met due to the high balcony balustrades proposed for the project.

4 Road Traffic Noise

4.1 Criteria

(Section 6.2 of the acoustic report)

Road traffic noise is proposed to be assessed to AS/NZS internal design ranges, which are set out in Table 11 of the report. The targets are expressed as one hour Leq noise levels.

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SLR Comments: The specific AS/NZS2107 targets are not specified. We recommend that the loudest hour of the relevant assessment periods do not exceed the upper end of the AS/NZS2107 ranges, and that the average day and night levels do not exceed a level 5 dB lower than the range (this is in line with the Better Apartments Design Standards (BADS) levels).

4.2 Traffic Noise Measurements, Predictions and Façade Upgrades

(Sections 5.4, 6.2 and 7 of the acoustic report)

Road traffic noise impacts to the subject site have been quantified with attended and unattended measurements conducted at an adjacent site, overlooking Johnston Street. The measured levels, adjusted to remove façade reflections where relevant, were typically 68 dBA Leq.

The report does not include calculations of traffic noise to upper levels of the façade of the subject development, which will have a line of sight to parts of Johnston Street, but notes that if patron noise ingress is address, road traffic will be adequately controlled.

As a minimum, glazing in windows with a line of sight to Johnston Street is proposed to be 6 mm float glass, 12 mm airgap, 6 mm float glass.

SLR Comments: The use of noise data obtained for a nearby site overlooking Johnston Street is reasonable for quantifying impacts to the subject development.

By our estimate road traffic noise at the façade of the development will be in the order of 8 dB to 10 dB lower in level than the measured level (i.e. 58 to 60 dB). The proposed façade upgrades are likely to be adequate for controlling these levels of noise to the internal design targets.

5 Noise from the Subject Development

5.1 Project Mechanical Plant

(Sections 6.1 and 8 of the report)

Noise from project mechanical plant is proposed to be assessed to SEPP N-1. SEPP N-1 Zoning Levels and noise limits are provided in the report. ALC note that the mechanical design is not yet finalised, and the plant and equipment will be designed to meet the identified limits.

SLR Comments: Our calculations of SEPP N-1 noise limits for project mechanical plant agree with ALC's. We agree that noise control options for mechanical plant can be finalised during the detailed design phase of the project.

5.2 Car Stackers and Carpark Entrance Gate

The project carpark is located on the ground floor and basement of the development. The carpark is entered from Chapel Street. There are four car stackers on the ground floor, and two levels of standard basement carpark (no car stackers in basement). The architectural drawings for the project show perforated brick screens along the northern and western facades.

5.2.1 Criteria

(Section 9 of the report)

General carpark noise (e.g. vehicle movements etc), are proposed to be assessed to sleep disturbance targets of 65 dBA Lmax outside openable windows of bedrooms within the development, and existing dwellings. Noise from the car stackers and carpark entrance gate is proposed to be assessed to both sleep disturbance targets and SEPP N-1

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SLR Comments: *We agree with the nominated criteria.*

5.2.2 Noise Control

The following noise control measures are proposed:

- Walls to the north and west of the carpark are to be imperforate (i.e. the perforated brick screen, if retained, will require a solid screen behind it).
- The central section of the ground floor carpark soffit is to be lined with sound absorbing material with an NRC of not less than 0.8.
- All equipment is to be installed with vibration isolation.
- Car stackers are to be programmed to minimise unnecessary noise (e.g. from the platforms hitting the carpark slab).

SLR Comment: *The proposed noise controls are appropriate and can be expected to control noise from the equipment to acceptable levels. We note that the current architectural drawings do not show the northern and western walls as imperforate.*

6 First Floor Gym

(Section 10 of the acoustic report)

Advice is provided in the report for minimising impacts from the first floor gymnasium to apartments above. The recommendations include vibration isolation of equipment and limitation of the hours of use and music levels.

SLR Comment: *The provided advice will help to minimise impacts from the gym.*

7 SLR Summary

A review of the acoustic report prepared for the office development proposed for 341-347 George Street, Fitzroy is provided above. The report generally addresses the acoustic issues related to the proposal. A summary of our findings and details of the items we would like to see addressed in further detail are summarised below.

Patron Noise

Patron noise from the Rochester Hotel beer garden has been identified as the most significant noise impact to the subject development. Noise from patrons has been measured and predicted to the subject development, and is proposed to be assessed to indoor targets of 30 dBA Leq in bedrooms at night and no more 35 dBA Leq in habitable rooms (including bedrooms) at other times. Glazing upgrades have been proposed.

1. The report should include a clear statement of the predicted patron noise level at a reference location (either the logging location and/or at outside a critical apartment window) during full occupancy of the beer garden. This information will be required if post construction compliance testing is conducted.
2. Our indicative calculations suggest that the façade upgrade treatments proposed are generally adequate, however we predict non-compliant internal noise levels to level 4 and 5 bedrooms on the north east corner of the development. These rooms appear to have a line of sight to the beer garden.

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Music Noise

3. ALC observe that music noise was not audible at any assessment locations and on that basis they have not conducted a music noise assessment. While we agree that if music is not present it need not be assessed, the noise spectrum recorded in the beer garden appears to include notable low frequency noise content. Clarification is required regarding the issue of music in the outdoor area. Even quite low levels of music may be non-compliant with internal SEPP N-2 limits at the subject development due to its close proximity to the beer garden. Alternatively, if this noise is due to mechanical plant, the data obtained during times when the plant was operating and the beer garden was not occupied might be able to be analysed to demonstrate that this is the case.

Rochester Hotel Mechanical Plant

4. Existing mechanical plant is proposed to be assessed to SEPP N-1 internally (windows closed) and internal targets of 26 dBA Leq have been identified. A measurement of noise from the equipment has been conducted at ground level, however there is potential for noise to be louder at receiver locations overlooking some items of equipment (particularly the large kitchen exhaust fan). The report should include an estimation of the sound pressure level due to mechanical plant at upper levels of the development, the basis for the prediction and confirmation that the proposed façade upgrades will enable the design targets to be met.

If the high levels of low frequency noise measured at beer garden monitoring location are due to mechanical plant, further façade upgrades are likely to be required to meet the indoor targets.

Road Traffic Noise

5. The specific design targets for road traffic noise have not been provided. While road traffic noise ingress may be addressed through façade upgrades to control patron noise, we nevertheless recommend that the targets be nominated in the acoustic report. In the instance of changes to the façade design or the acoustic environment, it is important that the targets be clearly nominated. Our recommendations are that:
 - The loudest hour of road traffic does not exceed 45 dBA Leq in any habitable room between 7 am and 10 pm, or 40 dBA Leq in bedrooms between 10 pm and 7 am, and
 - The average traffic levels do not exceed 40 dBA Leq,16h in living rooms and 35 dBA Leq,8hr in bedrooms.

Carpark Noise

6. Advice is provided for controlling noise from car stackers and the carpark generally. The advice looks reasonable however we note that the impermeable carpark walls nominated in the acoustic report are not documented on the architectural drawings.

Yours sincerely,



Dianne Williams
Associate - Acoustics

Checked by: JA

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.



15 October 2018

640.10090.05070 341-347 George St Fitzroy 20181012.docx

City of Yarra
PO Box 168
Richmond VIC 3121

Attention: Laura Condon

Dear Laura

**341 George Street, Fitzroy
Proposed Acoustic Planning Conditions**

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to assist in the development of acoustic planning conditions for the residential development proposed for 341 George Street, Fitzroy. Our advice was sought on this matter because the acoustical consultant's letter dated 11 October 2018 did not fully address the issues raised in our review of 22 November 2017, and because the proprietor of the Rochester Castle Hotel raised questions relative to their music noise emissions that were not fully addressed in the Acoustic Logic report dated 1 September 2017.

The following conditions are suggested:

1. An acoustic report generally in accordance with the Acoustic Logic report dated 1 September 2017 is to be prepared, but modified to include / address or show:
 - (a) An assessment of music noise from the Rochester Castle Hotel beer garden either when the beer garden is fully occupied, or when music is played at levels commensurate with those that occur when the area is fully occupied. The measurement is to be coordinated with the venue operator. If an exceedance of SEPP N-2 limits is identified at the development, façade upgrade treatments are to be implemented to ensure that the measured levels of music comply with SEPP N-2 indoors, with doors and windows closed.
 - (b) An assessment of music from the Rochester Castle Hotel ground floor dining room either while this space is used for an event with music, or while music is played at levels commensurate with those that occur when the space is used for events. The measurement is to be coordinated with the venue operator. If an exceedance of SEPP N-2 limits is identified at the development, façade upgrade treatments are to be implemented to ensure that the measured levels of music comply with SEPP N-2 indoors, with doors and windows closed.
 - (c) The octave music levels at the façade of the development determined in the assessments referred to in (a) and (b) are to be presented in the report.
 - (d) Road traffic noise is to achieve the following targets indoors, with doors and windows closed:
 - o 40 dBA $L_{eq,16h}$ in living rooms
 - o 35 dBA $L_{eq,8h}$ in bedrooms

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- 45 dBA $L_{eq,1h}$ (loudest hour) in habitable rooms between 7 am and 10 pm
- 40 dBA $L_{eq,1h}$ (loudest hour) in bedrooms between 10 pm and 7 am

2. Following completion of the development and prior to occupancy, acoustic tests are to be conducted demonstrating that:

- Patron noise does not exceed 30 dBA L_{eq} in bedrooms at night and 35 dBA L_{eq} in habitable rooms at any time, when the outdoor patron area of the Rochester Castle Hotel is fully occupied.
- Music from the venue does not exceed SEPP N-2 noise limits indoors when music is played within the venue front bar, function room and dining room, and within the beer garden.
- Mechanical plant noise from the Rochester Castle Hotel does not exceed SEPP N-1 noise limits inside apartments.
- Road traffic noise does not exceed the targets nominated in 1(d).

Assessments of noise from the Rochester Castle Hotel are to be coordinated with the hotel management.

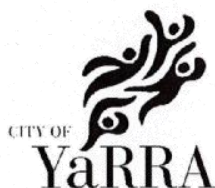
Yours sincerely,



Dianne Williams
Associate - Acoustics

Checked by: JA

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.



MEMO

To: Patrick Sutton
From: Mark Pisani
Date: 30 November 2017
Subject: Application No: PLN16/1116
 Description: Mixed Use Development
 Site Address: 341-347 George Street, Fitzroy

I refer to the above Planning Application received on 24 October 2017 and the accompanying report prepared by One Mile Grid traffic consultants in relation to the proposed development at 341-347 George Street, Fitzroy. Council's Engineering Services unit provides the following information:

CAR PARKING PROVISION

Proposed Development

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
One-bedroom dwelling	7	1 space per dwelling	7	7
Two-bedroom dwelling	15	1 space per dwelling	15	15
Three-bedroom dwelling	10	2 spaces per dwelling	20	10
Residential visitors	32 dwellings	1 space per 5 dwellings	6	0
Office	570 m ²	3.5 spaces per 100 m ² of net floor area	19	19
Gymnasium	140 m ²	Rate not specified	To the satisfaction of the Responsible Authority	0
Retail/Café	180 m ²	4 spaces per 100 m ² of leasable floor area	7	3
Total			74 Spaces + Parking for Gymnasium	64 Spaces

The development would have a parking shortfall of six residential visitor spaces and four spaces associated with the retail/café use.

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.

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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. Applying an established empirical peak residential parking rate of 0.12 spaces per dwelling for the 32 dwellings would result in a parking demand of three to four spaces. During normal business hours, the visitor parking rate would be much less than the 0.12 spaces per dwelling. Daytime visitor parking would be around 0.07 spaces per dwelling, which would result in two spaces.

The applicant proposes to accommodate these spaces off-site. We would normally encourage applicants to provide some on-site parking for residential visitors for developments on or near activity centres. In this instance, the subject site is located several hundred metres from the Brunswick Street and Smith Street activity centres. The residential visitor parking demand could be accommodated in the surrounding roads.

- *Parking Demand for Gymnasium.* According to One Mile Grid traffic engineering consultants, the gymnasium would be for use by the occupants and clients of the development and would not be open to the public.

The proposed gymnasium would not be providing any on-site car parking. In the nearby area, a number of gymnasiums have been approved with reduced parking rates or with no on-site parking, as shown in the following table:

Development Site	Approved Parking Rate
Collingwood	
Fitness Studio 157-159 Langridge Street PLN16/0019 issued 20 March 2017	0.050 spaces per patron (1 on-site space; 20 patrons)
Abbotsford	
Gymnasium (24 hour) 563 Victoria Street PLN16/0948 issued 3 February 2017	No on-site car parking (40 patrons)

Providing no on-site parking for the gymnasium is considered appropriate.

- *Parking Demand for the Retail/Café Use.* As for the indoor recreation facility, 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. The three on-site spaces for this use would be used by employees.
- *Availability of Public Transport in the Locality of the Land.* The site is within walking distance of bus services operating along Johnston Street. Tram services operating along Brunswick Street and Smith Street are also within walking distance of the site.
- *Multi-Purpose Trips within the Area.* Clients and customers to the site 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. The site also has good connectivity to the on-road bicycle network.

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Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

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

- *Availability of Car Parking.* One Mile Grid had conducted on-street parking occupancy surveys of the streets surrounding the site on Thursday 28 July 2016 between 7:00am and 9:00pm. The survey area encompassed sections of Johnston Street, Napier Street, George Street, Chapel Street, Elliot Street and Rochester Street. The surveys should have included a Saturday. The extent of the survey is considered appropriate. A car parking inventory ranging from 64 to 93 spaces was identified. The results of the survey indicate that the on-street parking availability was at its lowest between 2:30pm and 3:30pm, which coincides with school pick up times. From own anecdotal observations of on-street parking conditions in this part of Fitzroy during weekdays, on-street parking tends to become more readily available after businesses close for the day (from 5:00pm). The short-stay parking overflow from the site should be able to be accommodated on-street.
- *Relevant Local Policy or Incorporated Document.* The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of parking is considered appropriate in the context of the development and the surrounding area. The short-stay parking overflow from the site (say, up to five visitor spaces and four retail/café spaces) could be accommodated on-street.

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

TRAFFIC GENERATION

The traffic generation for the site adopted by One Mile Grid is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential (32 dwellings)	3.0 vehicle trips per dwelling per day Peak hour volume is 10% of daily residential volume	96	10	10
Office (19 spaces)	0.65 trips per space per AM peak hour 0.60 trips per space per PM peak hour	Not provided	12	11
Retail/Café (3 staff spaces)	1.0 trip per space in each peak hour	6	3	3
Total			25 trips per hour	24 trips per hour

The peak hour volumes are not unduly high and should not adversely impact on the traffic operation of Chapel Street or any of the adjoining local streets.

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DEVELOPMENT LAYOUT DESIGN Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development's entrance has a doorway width of 5.855 metres. The
Visibility	No visibility splay has been provided for the exit lane. The proposed perforated brick façade may not be able to provide adequate visibility of pedestrians. Applicant to provide clarification.
Headroom Clearance	Not dimensioned on the drawings.
Internal Ramped Accessways	The internal ramped accessways have minimum wall-to-wall widths of 6.4 metres and satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Car Parking Modules	
At-Grade Parking Spaces	The dimensions of the at-grade parking spaces (2.6 metres by 4.9 metre) satisfy <i>Design standard 2: Car parking spaces</i> . The widths of spaces 28 and 55 have not been dimensioned.
Accessible Parking Spaces	The widths of the accessible parking spaces and shared areas have not been dimensioned.
Tandem Parking Sets	The tandem parking sets have been provided with additional 500 mm as per <i>Design standard 2</i> .
Aisles	The aisle widths range from 6.43 to 6.465 metres and satisfy <i>Table 2: Minimum dimensions of car parking spaces and accessways</i> of Clause 52.06-9.
Column Depths and Setbacks	Column depths and setbacks from the aisle satisfy <i>Diagram 1 Clearance to car parking spaces</i> .
Clearances to Walls	Clearances of 350 mm have been provided for some spaces adjacent to walls. The clearance adjacent to bay 14 has not been dimensioned.
Blind Aisle Extensions	The blind aisle extensions of 1.0 metre satisfy AS/NZS 2890.1:2004.
Mechanical Parking	
Car Stacker	The car stacker to be provided for the development is the Wöhr Parklift 411-2 dependent car stacker, which would be suitable for long-stay office parking. The stackers can accommodate B85 design vehicles.
Floor to Ceiling Height	Not dimensioned or specified. The floor to ceiling height is approximately 5.0 metres. The largest model type has a height envelope of 4.2 metres. The development's floor to ceiling height can accommodate this device.
Vehicle Clearance Height	The car stacker can accommodate vehicle clearance heights of 1.8 metres for at least 50% of cars. This stacker model series satisfies <i>Design standard 4: Mechanical parking</i> .
Vehicle Turning Movements	The swept path diagrams for the B85 design vehicle entering and exiting the stacker platforms are considered satisfactory.

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Item	Assessment
Gradients	
Ramp Grade for First 5.0 metres inside Property	The grade for the first 5.0 metres inside the property is horizontal.
Ramp Grades and Changes of Grade	Ramp grades and changes of grade for the internal ramped accessways satisfy <i>Design standard 3: Gradients</i> .
Transition Grades at Bases of Internal Ramps	The 1 in 8 transition grades at the base of the 1 in 4 ramp sections should be no less than 2.5 metres in length. Having the 1 in 8 transition grades at a length of 2.5 metres would ensure that a B99 design vehicle does no bottom out.
Loading Arrangements	
Loading Facility	The development would not be containing an on-site loading bay. The transportation of goods to the café could be made by utilising the public on-street Loading Zone on the west side of George Street, just south of Johnston Street. On that basis, Engineering Services has no objection to the waiver of the loading bay requirement under Clause 52.07.

Design Items to be Addressed

Item	Details
Visibility	The visibility sight triangle for the exit lane of the entrance should be superimposed on the drawings. The applicant is to confirm whether the perforated brick façade can provide adequate visibility of pedestrians walking along the Chapel Street footpath.
Accessible Parking Spaces	The widths of the spaces and shared areas are to be dimensioned on the drawings.
At-Grade Parking Spaces	The widths of spaces 28 and 55 are to be dimensioned on the drawings. As these spaces abut walls, the applicant needs to ensure that the spaces satisfy <i>Diagram 1 Clearance to car parking spaces</i> . If this cannot be achieved, the applicant may need to make adjustments to the car parking layout.
Clearances to Walls	The clearance to the wall adjacent to space 14 is to be dimensioned. The clearance should be no less than 300 mm.
Vehicle Turning Movements – Development Entrance	The applicant is to provide swept path diagrams for the B99 design vehicle entering and exiting the entrance via Chapel Street. On-street parking is to be superimposed on the diagrams.
Vehicle Passing Movements – Curved Ramped Accessways	Swept path diagrams for a B99 design vehicle and an oncoming B85 design vehicle are to be provided for vehicle passing movements within the curved internal ramps.
Ground Clearance Check – Curved Ramped Accessways	The applicant is to provide ground clearance checks along the inside radii of the curved ramps using the B99 design vehicle. The ground clearance checks must provide the ramp grades and lengths of each ramp grade section.

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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 kerb and channel along the property's Chapel Street and Rochester Street frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Rochester Street, Chapel Street and George Street frontage must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The pram crossing at the corner of Chapel Street and George Street is to be reconstructed in sawn bluestone pitchers to Council's satisfaction and at the Permit Holder's cost.
- All redundant vehicle crossings along the property's road frontages must be demolished and reinstated as paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost. Any surplus bluestones are to be returned to Council's depot.
- The existing vehicle crossing on the north side of Chapel Street is to be demolished and reconstructed in accordance with Council's Standard Drawings, engineering requirements and Council's *Infrastructure Road Materials Policy*. The vehicle crossing must satisfy the ground clearance for a B99 design vehicle.
- Bluestones are to be replaced in the Right of Way in areas where they are missing, and that the Right of Way be made good to the satisfaction of Council before the building is occupied.

Car Stacker Devices

- The car stacker devices must be installed, operated and maintained in accordance with the manufacturer's specifications and requirements.
- No pipes, ducting or protrusions from the ceiling or walls are to be installed above or within the space clearance envelopes for the car stacker devices.

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.

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Impact of Assets on Proposed Development

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

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

NON-PLANNING ADVICE FOR THE APPLICANT

Legal Point of Discharge

The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the *Building Regulations 2006* from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act 1989* and Regulation 610.

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Contaminated ground water seepage into basements from above the water table must be discharged to the sewer system through a trade waste agreement with the relevant authority or in accordance with EPA guidelines.
- Contaminated groundwater from below the water table must be discharged to the sewer system through a trade waste agreement from the relevant sewer authority.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Additional Comments Provided By Construction Management

General Items

- All road pavement reinstatements must be consolidated as single full-width areas of reinstatement to reduce further construction joints in the pavement.
- Redundant pits/services to be removed and council assets to be reinstated.

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Public Lighting

There is currently light mounted at the north west corner of the existing building (at the junction of Rochester Street and the east-west aligned Right of Way). Council will not approve removal of the existing light until a new light is installed and become operational.

Existing Sewer Vent in Rear Right of Way

At the east end of the east-west aligned Right of Way abutting the development, there is a sewer vent positioned adjacent to the property. The applicant must liaise with Melbourne Water and determine whether the sewer vent and its position would have a detrimental impact on the development once it is completed. Melbourne Water should advise whether the sewer vent can be relocated, removed or modified if required for the development. Advice from the EPA should be sought to establish the minimum clearances and distances a sewer vent can be from windows of residential properties.

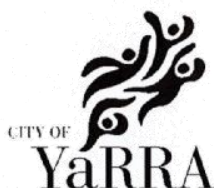
Construction Difficulty Notes

- Consideration for limiting the size of construction vehicles accessing the site during construction should be made. Streets surrounding the site are not suitable for large construction vehicles.
- Proximity of construction works and vehicles to trees adjacent to the site, and along any proposed truck access route, should be carefully considered to ensure no Council trees are damaged.

Regards

Mark Pisani
Senior Development Engineer
Engineering Services Unit

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.



MEMO

To: Laura Condon
From: Mark Pisani
Date: 18 September 2018
Subject: Application No: PLN16/1116
 Description: Additional Engineering Comments
 Site Address: 341-347 George Street, Fitzroy

I refer to the above Planning Application received on 31 August 2018 and the accompanying report prepared by One Mile Grid in relation to the proposed development at 341-347 George Street, Fitzroy. Council's Civil Engineering unit provides the following information:

DESIGN ITEMS TO BE ADDRESSED

Item	Engineering Comment
<i>The visibility sight triangle for the exit lane of the entrance should be superimposed on the drawings. The applicant is to confirm whether the perforated brick façade can provide adequate visibility of pedestrians walking along the Chapel Street footpath.</i>	According to One Mile Grid traffic engineering consultants, the façade of the building near the exit lane would be perforated brick. The sight triangle is to be superimposed on the drawings by way of a condition on the permit.
<i>The widths of the spaces and shared areas are to be dimensioned on the drawings.</i>	The widths of the accessible parking spaces and shared areas are to be dimensioned on the drawings by way of a condition on the permit.
<i>The widths of spaces 28 and 55 are to be dimensioned on the drawings. As these spaces abut walls, the applicant needs to ensure that the spaces satisfy Diagram 1 Clearance to car parking spaces. If this cannot be achieved, the applicant may need to make adjustments to the car parking layout.</i>	Spaces 28 and 55 have widths of 2.7 metres and does not technically satisfy Diagram 1. However, the spaces satisfy the Australian/New Zealand Standard AS/ZS 2890.1:2004 for spaces adjacent to walls. There is no objection to the space widths as the Australian/New Zealand Standard is met.
<i>The clearance to the wall adjacent to space 14 is to be dimensioned. The clearance should be no less than 300 mm.</i>	The submitted report indicates that the clearance for space 14 is approximately 330 mm. This satisfies <i>Design standard 2: Car parking spaces</i> of Clause 52.06-9.
<i>The applicant is to provide swept path diagrams for the B99 design vehicle entering and exiting the entrance via Chapel Street. On-street parking is to be superimposed on the diagrams.</i>	The swept diagrams for the B99 design vehicle entering and exiting the development entrance via Chapel Street are considered satisfactory. On-street parking has been shown, as requested.

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

Item	Engineering Comment
<i>Swept path diagrams for a B99 design vehicle and an oncoming B85 design vehicle are to be provided for vehicle passing movements within the curved internal ramps.</i>	The swept path diagrams for the B99 design vehicle and an oncoming B85 design vehicle passing one another along the curved internal ramps are considered satisfactory.
<i>The applicant is to provide ground clearance checks along the inside radii of the curved ramps using the B99 design vehicle. The ground clearance checks must provide the ramp grades and lengths of each ramp grade section.</i>	<p>One Mile Grid consultants have undertaken ground clearance checks of the inside radii of the curved ramps using the B99 design vehicle and have dimensioned the ramp grades and transition grades.</p> <p>The ramp has a grade of 1 in 4 with a 1 in 8 transition grade with a length of 2.0 metres.</p> <p>With a 1 in 4 grade, the 1 in 8 transition grade at the base should have a minimum length of 2.5 metres – this should be done by way of a condition on the permit.</p>

Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.



MeMO

Sent: Monday, 30 October 2017 8:50 AM

To: Sutton, Patrick

Subject: RE: PLN16/1116 341-347 George Street, Fitzroy

Hi Patrick

The Waste Management Plan prepared by onemilegrid dated the 8th September 2017 for 341 George Street Fitzroy is unsatisfactory from the City works Branch's perspective.

The issues that need to be addressed include but may not be limited to:

1. Please provide details for the entry and exit route of the collection vehicle from the Street into the building
2. Please specify the size (M2) of the bin storage area
3. Please specify how the bins will be cleaned, how often the bins will be cleaned and who will clean the bins
4. Please specify the washing facilities in the bin room and the drain connection to sewer
5. Please specify the ventilation system for the bin room
6. Please specify arrangements for vermin control in the bin room

If you have any queries please give me a call.

Joseph Agostino
Project Officer
City Works
Yarra Operations Depot, Clifton Hill

City of Yarra PO Box 168 Richmond 3121

T(03) 9205 5540 F(03) 8417 6666

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Attachment 11 - PLN16/1116 - 341 - 347 George Street, Fitzroy - Combined Waste Management comments.

From: Agostino, Joe

Sent: Tuesday, 16 October 2018 3:51 PM

To: Condon, Laura

Cc: Orr, Patrick

Subject: Response from City works on revised Waste management information submitted by the applicant 31 August 2018.

The Waste Management Plan is considered as a standalone document which specifies the how and the responsibility for the waste management systems and practices. We also rely on this document when signing off the site prior to occupation and the WMP is used to assess the site conditions versus what is stated in the WMP. It is not practical to be searching through planning permits to assess the WMP. The attached responses provided by onemilegrid are unsatisfactory from a City Works perspective, specifically:

- a) Traffic control and interruption is a critical factor in Yarra and for this site and we would expect to see the ingress and egress pathway for waste collection marked on the WMP. Please add a map showing ingress and egress from the site. Happy with the swept paths provided, but the need to be included as part of the WMP.
- b) The cleaning of the bins is a health and rodent issue. Noting that “the Owners Corporation will ensure that the shared bins are kept in a clean state” is not an acceptable response. The WMP needs to clearly specify the bin cleaning schedule and who will be responsible for the cleaning.
- c) The WMP will need to specify the washing facilities in the bin room including water supply and connection to sewer for the drain.
- d) The WMP needs to specify that there will be ventilation in the bin room and the type of ventilation system proposed.
- e) Noting that “the bin storage room should be vermin proof . . .” is not acceptable please provide details in the WMP noting how the bin room will be kept vermin proof.

An updated WMP will need to be submitted addressing the above issues.

Joseph Agostino
Project Officer
City Works
Yarra Operations Depot, Clifton Hill

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