YARRA CITY COUNCIL

Internal Development Approvals Committee

Agenda

to be held on Wednesday 27 February 2019 at 6.30pm in Meeting Rooms 1 & 2 at the Richmond Town Hall

Rostered Councillor membership

Councillor Misha Coleman
Councillor Danae Bosler
Councillor Daniel Nguyen

I. ATTENDANCE
Vicky Grillakis (Coordinator Statutory Planning)
Amy Hodgen (Coordinator Statutory Planning)
Rhys Thomas (Senior Governance Advisor)

II. DECLARATIONS OF PECUNIARY INTEREST AND CONFLICT OF INTEREST

III. CONFIRMATION OF MINUTES

IV. COMMITTEE BUSINESS REPORTS

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

Guidelines for public participation at Internal Development Approval Committee meetings

POLiCY

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

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

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

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

Governance Branch
2008

1. Committee business reports

Item		Page	Rec. Page
1.1	PLN18/0471 - 31-51 Nelson Street Abbotsford - Langridge Ward - Use and construction of a 7-storey building containing offices, shops and food and drink premises (cafe) and a reduction in car parking.	5	39
1.2	PLN18/0328 - 459- 471 Church Street and No. 20 - 26 Brighton Street Richmond - Melba Ward - Use and development of the land for the construction of three mixed use buildings (including a childcare centre), reduction in car parking requirement, and alteration of access and building and works to a Road Zone Category 1 Road.	148	171

1.1 PLN18/0471 - 31-51 Nelson Street Abbotsford - Langridge Ward - Use and construction of a 7-storey building containing offices, shops and food and drink premises (cafe) and a reduction in car parking

Executive Summary

Purpose

1. This report provides Council with an assessment of planning permit application PLN18/0471 which seeks approval for the use and construction of a 7-storey building containing offices, shops and food and drink premises (cafe) and a reduction in car parking.
2. As detailed in the assessment section, this report recommends approval of the proposed development subject to conditions.

Key Planning Considerations

3. Key planning considerations include:
   (a) Land use (Clauses 11.02, 17.01, 17.02, 17.03, 21.04 and 33.03 of the Yarra Planning Scheme).
   (b) Built form and design (Clauses 15.01, 21.05, 22.05, 22.07, 22.10 and 33.03 of the Yarra Planning Scheme).
   (c) Off-site amenity impacts (Clauses 15.01, 22.05 and 22.10 of the Yarra Planning Scheme).
   (d) Car and bicycle parking (Clauses 18.01, 18.02, 21.06, 52.06 and 52.34 of the Yarra Planning Scheme).

Key Issues

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

Submissions Received

5. A total of 16 objections were received for the application, these can be summarised as:
   (a) Excessive height and scale
   (b) Amenity impacts (overlooking, overshadowing and visual bulk)
   (c) Equitable Development
   (d) Light spill from office lights
   (e) Wind impacts

(f) Insufficient car parking

(g) Increased traffic

(h) Incompatible uses

(i) Will set a precedent

(j) Loss of views

(k) Reduction in property values

6. One letter of support was received for the application.

Conclusion

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

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

PLN18/0471 - 31-51 Nelson Street Abbotsford - Langridge Ward - Use and construction of a 7-storey building containing offices, shops and food and drink premises (cafe) and a reduction in car parking

Trim Record Number: D18/219115
Responsible Officer: Manager Statutory Planning

Help

Proposal:	Use and construction of a 7-storey building containing offices, shops and food and drink premises (cafe) and a reduction in car parking.
Existing use:	At-grade car park.
Applicant:	G2 Urban Planning
Zoning/Overlays:	Industrial 3 Zone/No Overlays
Date of Application:	4 July 2018
Application Number:	PLN18/0471

Planning History

1. On 17 April 2000, a planning permit 990903 was issued for the land to the east of Thompson Street at 11-17 South Audley Street for a Place of Assembly (Carlton & United Breweries Museum and hospitality centre), buildings and works and car parking requirements reduction. This permit included the use of the subject site for car and bus parking, accommodating 47 cars and 3 buses. The subject site is no longer available for car parking, with temporary fencing having since been erected around the perimeter of the site. The applicant has indicated that the lease of the subject land terminated in 2017 and since that time, the subject site has been fenced and unavailable for parking.
2. This has been raised with Council's Compliance Unit and the planning consultant who acted for the applicant has also been alerted. While the apparent non-compliance with the planning permit associated with 11-17 South Audley Street needs to be investigated, it does not affect the assessment of the current application.

Background

3. This application was received by Council on 4 July 2018. Following the submission of further information, the application was advertised for 4 weeks commencing September 2018 and 16 objections were received.
4. A consultation meeting was held on 11 December 2018, attended by objectors, the applicant's development team and Council officers. No resolutions were reached at the meeting, however the applicant tabled sketch plans at the consultation meeting that have since been formally lodged under Section 57A of the *Planning and Environment Act 1987* (the Act) as detailed below.

Lodgement of S57A plans or sketch plans

5. Following the consultation meeting, the applicant formally amended the development plans on 4 February 2019 via Section 57A of the Act. The main changes between the advertised plans and the Section 57A amended plans include the following:
   (a) Increased western boundary setbacks between 1.7m and 2.55m at Levels 1 to 6 behind the adjoining properties of No. 28, 30 and 32 Cooke Street, to remove any additional overshadowing to secluded private open space from 10:00am at the September Equinox.
   (b) The sixth floor office space, south of the lift core on Thompson Street, deleted and the roof top plant equipment lowered accordingly.

(c) East-facing windows at Levels 1 to 4 been pulled back from the south-east corner for a length of 3.2m.

6. As the amended plans have been formally substituted under to Section 57A of the Act, they now form the decision plans and the basis of this report.



Figure 1: Original proposal highlighting Section 57A Amendments

The Proposal

7. This application is for use and construction of a 7-storey building containing offices, shops and food and drink premises (cafe) and a reduction in car parking.

8. The key elements of the proposed development as depicted in the Section 57A amended plans (Attachment 1) prepared by Fieldwork referenced as TP000-TP205, 300-301, 312 – 405 and 601, Rev C dated 18 December 2018 and TP206-209, 302 – 311 Rev C01 dated 4 February 2019 are as follows:

Use:

(a) At ground floor there are two retail tenancies, a food and drink premises (café) and office tenancies at ground floor

(b) Levels 1 to 6 contain multiple office tenancies

(c) Use areas as per the following table:

Use	**Total Area**
Retail tenancies	539sqm
Food & drink premises (café)	121sqm
Office	6,725sqm

Car Parking and Access:

(d) Vehicle access is via Thompson Street to the south of the site.

(e) All existing vehicle crossovers to be removed and footpaths reinstated with kerb and channel.

(f) A total of 116 car parking spaces across two basement levels in a combination of traditional on-grade spaces and car stacker spaces.

(g) A waste collection bay on basement level one, adjacent to the bin storage room.

(h) A total of 137 bicycle parking spaces, with 89 spaces on the ground floor and 48 on Basement L1.

Built Form:

(i) The construction of a seven storey building with two levels of basement and a roof top terrace.

(j) Maximum building height of 31.7m to the top of the roof top terrace screening and 28.75m to the top of Level 6.

(k) A 2 to 5 storey street wall height to Cooke Street, at a maximum height of 20.75m.

(l) A 5 to 7 storey street wall to Nelson Street, at a maximum height of 28.75m.

(m) A 5 to 7 storey street wall to Thompson Street, with a maximum height of 28.75m.

(n) A stepped built form to the western and southern interface with the residentially zoned land that transitions in height away from the respective boundaries.

(o) Materials and finishes including concrete panels, clear and obscure glazing, tiled finish, galvanised metal, vertical metal balustrade, metal mesh, aluminium louvres and perforated galvanised metal.

Environmental Sustainable Design:

(p) At least a 20 per cent improvement above the NCC heating and cooling energy efficiency requirements.

(q) Good daylight to most office areas.

(r) Horizontal exterior shading (photo voltaic arrays) to the northern façade and vertical fins to eastern and western façades to manage solar heat gain.

(s) 35 kWp of solar photo voltaic integrated into the northern façade as horizontal shading elements.

(t) A STORM report with a 102 per cent score that demonstrates best practice and relies on at least 627 square metres of roof connected to 20kL of rainwater storage proposed to flush toilets for equivalent of 40 people. An additional 671sqm of terrace connected to 12 square metres of raingarden for filtering.

(u) 137 bicycle parking spaces for ~7,700 square metres of commercial floor area, provided for staff and visitors.

(v) Twelve showers and lockers to support cyclists riding to work.

(w) Landscaping on ground floor, terraces and roof will marginally improve the ecological value of the site.

(x) Electric vehicle charge points.

(y) Energy efficient lighting.

(z) Water efficient fixtures and taps.



Figure 2: Proposed Nelson Street perspective

Existing Conditions

Subject Site

9. The subject site is irregular forming an inverted 'L' shape and located on the southern side of Nelson Street, between Cooke Street to the west and Thompson Street to the east. The site comprises a total area of 2,168.6sqm with the following frontage dimensions:
   (a) 63.91m to Nelson Street
   (b) 21.90m to Cooke Street
   (c) 43.61m to Thompson Street
10. The site is relatively flat with a slight fall from the east to the west of 0.3 metres.
11. The subject site contains an at-grade asphalt car park and landscaping, including some mature trees.
12. Vehicle access to the site is gained via two existing crossovers, one centrally located on the Nelson Street frontage and the other centrally located along the Thompson Street frontage.
13. The subject site consists of three allotments:
   (a) North-western allotment located on the corner of Cooke and Nelson Streets, legally described as Lot 1 on Title Plan 595479F.
   (b) North-eastern allotment located on the corner of Nelson and Thompson Streets, legally described as Lot 1 on Title Plan 323128J.
   (c) South-eastern allotment fronting Thompson Street, legally described as Lot 1 on Title Plan 235286E.
14. There are no restrictive covenants or easements identified on any of the certificate of titles.

Surrounding Land

15. The surrounding area contains a mix of uses, with predominantly commercial/warehouse activity along both Nelson and Thompson Streets, while Cooke Street contains predominately single storey residential dwellings.

East

16. To the immediate east of the site is Thompson Street; a local two-way street accommodating parallel car parking on both sides.

17. On the eastern side of Thompson Street is a single storey brick building used as a brewery with associated function centre. The building is set back approximately 15m from Thompson Street, with the setback accommodating a garden bed at the corner of Thompson and Nelson Streets and a circular driveway looping between Nelson and Thompson Streets.

18. To the south of the brewery along Thompson Street are predominantly industrial and warehouse buildings used for automotive repairs. However further to the south (approximately 45m from the subject site) fronting Thompson Street are remnant dwellings within the Industrial 1 and 3 Zone.

South

19. To the south of the site, abutting the eastern half of the southern boundary is No. 17 Thompson Street. This site contains a single storey industrial building occupied by an automotive repair business fronting Thompson Street.

20. The western half of the southern boundary abuts a 3.7m wide unmade Council Right of Way (RoW). Further to the south is a similar-sized vacant lot at No. 34 Cooke Street. The RoW and vacant lot present as a single garden bed along the southern boundary of the site, supporting four trees, shrubbery and top soil. There is also a bluestone vehicle crossover that provides vehicle access to this land. The Cooke Street boundary is fenced by a chain connected to two metal poles approximately 0.5m in height.

21. Further south is a single storey dwelling at No. 32 Cooke Street with its rear seclude private open space abutting the subject site's western boundary. The rear secluded private open space of Nos. 30 and 28 Cooke Street also abut the western boundary of the subject site. All land on the eastern side of Cooke Street, south of the subject site is within the Neighbourhood Residential Zone (Schedule 1).

West

22. Cooke Street is to the immediate west, a local north-south road accommodating one-way vehicle traffic in a northbound direction and parallel car parking on both sides of the road.

23. On the opposite side of Cooke Street at No. 13-29 Nelson Street is also an asphalt at-grade car park with an approximately 2m high wire mesh fencing surrounding the site. This is currently used privately for a removalist company 'Man with a Van'. A Planning Permit was issued on 6 July 2015 (and amended 5 November 2018) allowing the use of the land as a warehouse (vehicle storage), construction of a double-storey building, the construction and display of advertising signage and a waiver of the loading bay requirement. Works on site have not yet commenced, however an extension of time to the permit was granted until 6 July this year.

24. To the south of the car park is a laneway and further south on the western side of Cooke Street is low-rise dwellings similar to the eastern side of Cooke Street and also located within the Neighbourhood Residential Zone.

25. Nelson Street is immediately north of the subject site, a local east-west road with a road reserve width of approximately 15 metres, a carriageway width of 10.2 metres accommodating one lane of traffic in each direction and parallel car parking on both sides of the road.

26. On the northern side of Nelson Street, opposite the subject site, is the Carlton United Brewery. The land is developed with a brick building between three and five storeys in height. The building extends to the site's boundaries, with a number of roller doors and vehicle entrances located along the Nelson Street interface.

27. The Victoria Street Major Activity Centre (MAC) is located 100 metres to the south of the site. The site is well serviced by public transport with the Victoria Street and Church Street trams located approximately 100 metres to the south and the North Richmond train station approximately 1km to the west.



Figure3: Aerial Imagery, December 2019

Planning Scheme Provisions

Zoning

Clause 33.03 – Industrial 3 Zone

28. Pursuant to Clause 33.03-1 of the Yarra Planning Scheme, a shop is a section 1 use within the Industrial 3 Zone, provided the shop adjoins, or is on the same lot as, a supermarket when the use commences, amongst other requirements. As the shop will not adjoin or be on the same lot as a supermarket, it becomes a Section 2 use and therefore requires a planning permit to operate within the Industrial 1 Zone.

29. An office and a food and drink premises (nested under retail premises) are both Section 2 uses and therefore also require a planning permit to operate within the Industrial 3 Zone.

30. Pursuant to Clause 33.03-4 of the Scheme, a planning permit is required to construct a building or construct or carry out works.



Figure 4 : Zoning Map

Particular Provisions

Clause 52.06 – Car Parking

31. Pursuant to Clause 52.06-2 of the Scheme, the car parking spaces required under Clause 52.06-5 of the Scheme must be provided on the land. Clause 52.06-3 requires a planning permit to reduce the requirement to provide the number of car parking spaces required under this clause.

32. Pursuant to Clause 52.06-5 of the Scheme, the car parking requirements for the proposed development are taken from column B of table 1 as the land is identified as being within the Principal Public Transport Network Area as shown on the *Principal Public Transport Network Area Maps (State Government of Victoria, 2018)*. The car parking requirements are as follows:

Use:	**Rate:**	**Spaces required:**	**Spaces proposed:**	**Reduction sought:**
Shop (539 sqm)	3.5 to each 100sqm of leasable floor area	18	5	13
Food and drink premises (121 sqm)	3.5 to each 100sqm of leasable floor area	4	1	3
Office (6,725 sqm)	3 to each 100 sqm of net floor area	202	110	92
TOTAL		**224**	**116**	**108**

33. With a shortfall of 108 car parking spaces, this application therefore seeks a reduction in the car parking requirement of the Scheme associated with the shop, food and drink premises and office uses within the proposed building.

Clause 52.34 – Bicycle Facilities

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

Use:	Employee Rate:	Spaces required:	Visitor/Shopper Rate:	Spaces required:
Shop (539 sqm)	1 to each 600 sqm of leasable floor area if the leasable floor area exceeds 1,000 sqm	0	1 to each 500 sqm of leasable floor area if the leasable floor area exceeds 1,000 sqm	0
Food and drink premises (121 sqm)	1 to each 300sqm of leasable floor area	0	1 to each 500 sqm of leasable floor area	0
Office (6,725 sqm)	1 to each 300 sqm of net floor area if the net floor area exceeds 1,000 sqm	22	1 to each 1,000 sqm of net floor area if the net floor area exceeds 1,000 sqm	7
TOTAL		**22**		**7**

35. As 137 on-site bicycle parking spaces are proposed within the development and 29 spaces are required by the Scheme, the application exceeds the bicycle parking spaces requirement.

36. End of trip facilities (i.e. showers or change rooms) are required by the Scheme. Further, the Scheme prescribes that when five or more employee bicycle spaces are required, one shower is required for the first five employee bicycle spaces, plus another shower to each ten employee bicycle spaces thereafter. Additionally, one change room or direct access to a communal change room is required to each shower. The change room may be a combined shower and change room.

37. As the Scheme requires 22 employee bicycle parking spaces, three showers with change rooms are also required. As the proposed development incorporates twelve showers with change rooms, the application exceeds the requirements of Clause 52.34 of the Scheme.

General Provisions

Clause 65 – Decision Guidelines

38. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the Municipal Planning Strategy and the Planning Policy Framework, as well as the purpose of the zone, overlay or any other provision.

Planning Policy Framework (PPF)

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

Clause 11.02-1S – Supply of Urban land

40. The objective of this Clause is:

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

Clause 13.05-1S – Noise Abatement

41. The objective of this Clause is:

    (a) To assist the control of noise effects on sensitive land uses.

Clause 13.07-1S – Land Use Compatibility

42. 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

43. The 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 15.01-1R – Urban Design – Metropolitan Melbourne

44. The objective of this Clause is:

    (a) To create a distinctive and liveable city with quality design and amenity.

Clause 15.01-2S – Building Design

45. The objective of this Clause is:

    (a) To achieve building design outcomes that contribute positively to the local context and enhance the public realm.

Clause 15.01-4R – Healthy Neighbourhoods – Metropolitan Melbourne

46. The strategy of this Clause 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

47. The objective of this Clause is:

    (a) To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Clause 15.02-1S – Energy and Resource Efficiency

48. 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 17.01-1S – Diversified Economy

49. The objective of this Clause is:

    (a) To strengthen and diversify the economy.

Clause 17.02-1S – Business

50. The objective of this Clause is:

    (a) To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

Clause 17.03-1S – Industrial Land Supply

51. The objective of this Clause is:

    (a) To ensure availability of land for industry.

Clause 18.01-1S – Land Use and Transport Planning

52. The objective of this Clause is:

(a) To create a safe and sustainable transport system by integrating land use and transport.

Clause 18.01-2S – Transport System

53. The objective of this Clause is:

(a) To coordinate development of all transport modes to provide a comprehensive transport system.

Clause 18.02-1S – Sustainable Personal Transport

54. The objective of this Clause is:

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

Clause 18.02-1R – Sustainable Personal Transport – Metropolitan Melbourne

55. The relevant strategy of this Clause is:

(a) Improve local travel options for walking and cycling to support 20 minute neighbourhoods.

Clause 18.02-2S – Public Transport

56. 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

57. The relevant strategy of this Clause is:

(a) Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.

Clause 18.02-4S – Car Parking

58. The objective of this Clause is:

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

Clause 19.02-1S – Health Facilities

59. The objective of this Clause is:

(a) To assist the integration of health facilities with local and regional communities.

Clause 19.02-1R – Health Facilities – Metropolitan Melbourne

60. The relevant strategy of this Clause is:

(a) Ensure health precincts are well serviced by community services.

Clause 19.03-4S - Stormwater

61. The objective of this Clause is:

(a) To reduce the impact of stormwater on bays, water bodies and catchments.

Local Planning Policy Framework (LPPF)

62. The following LLPF provisions of the Scheme are relevant:

Clause 21.04-3 – Industry, Office and Commercial

63. The objective of this Clause are:

(a) To increase the number and diversity of local employment opportunities.

Clause 21.05-2 – Urban Design

64. The relevant objectives of this Clause are:

(a) To reinforce the existing urban framework of Yarra.

(b) To retain Yarra's identity as a low-rise urban form with pockets of higher development.

(c) To retain, enhance and extend Yarra's fine grain street pattern.

(d) To create an inner city environment with landscaped beauty.

(e) To ensure that new development contributes positively to Yarra's urban fabric.

(f) To enhance the built form character of Yarra's activity centres.

Clause 21.05-3 – Built Form Character

65. The relevant objectives of this Clause are:

(a) To maintain and strengthen the identified character of each type of identified built form within Yarra.

Clause 21.05-4 – Public Environment

66. The relevant objectives of this Clause are:

(a) To provide a public environment that encourages community interaction and activity.

Clause 21.06 – Transport

67. The relevant objectives of this Clause are:

(a) To provide safe and convenient pedestrian and bicycle environments.

(b) To facilitate public transport usage.

(c) To reduce the reliance on the private motor car.

(d) To reduce the impact of traffic.

Clause 21.07 – Environmentally Sustainable Development

68. The relevant objectives of this Clause are:

(a) To promote environmentally sustainable development.

(b) To improve the water quality and flow characteristics of storm water run-off.

Clause 21.08-1 – Abbotsford

69. Clause 21.08-1 describes the Abbotsford area in the following way:

(a) *Abbotsford is a highly varied neighbourhood with a substantial number of industrial and commercial buildings of various types and eras. The residential precincts are surrounded by industrial development located in the vicinity of Hoddle Street and the Yarra River.*

(b) *There is a large industrial precinct centred around Carlton United Beverages. Due to requirements under SEPP N-1 the viability of this industrial precinct has the potential of being undermined by new residential development located too close. The introduction of offices does not present a similar threat and would aid the development of underutilised land to the west of Victoria Crescent south of Gipps Street.*

70. Within Figure 5 of Clause 21.08-1, the site is located outside of the Victoria Street major activity centre. Figure 6 of Clause 21.08-1 shows the site as being within category 3 area relating to non-residential areas where the objective is to *'improve the interface of development with the street'*.

Relevant Local Policies

Clause 22.05 – Interface Uses Policy

71. This policy applies to applications for use or development within Mixed Use Zones (amongst others). The relevant objective of this clause is to ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity. It is policy that:

(a) New non-residential use and development within Business (now Commercial) and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.

Clause 22.07 – Development Abutting Laneways

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

Clause 22.10 – Built Form and Design Policy

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

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

74. This policy applies to applications for new buildings. The policy aims to achieve best practice water quality performance objectives, to promote the use of water sensitive urban design, including stormwater re-use, and to mitigate the detrimental effect of development of downstream waterways.

Clause 22.17 – Environmentally Sustainable Development

75. This policy applies to commercial development with more than 1,000 square metres. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Documents

Urban Design Guidelines for Victoria (DELWP)

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

Advertising

77. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 144 letters sent to surrounding owners and occupiers and by a sign displayed on Cooke, Nelson and Thompson Streets. Council received sixteen objections and one letter of support, the grounds of objection are summarised as follows:

(a) Excessive height and scale

(b) Amenity impacts – Overlooking, overshadowing and visual bulk

(c) Equitable Development

(d) Light spill from office lights

(e) Wind impacts

(f) Insufficient car parking

(g) Increased traffic

(h) Incompatible uses

(i) Will set a precedent

(j) Loss of views

(k) Reduction in property values

78. The Section 57A amended plans were not readvertised as the changes would not result in any additional material detriment. A discretionary exemption was granted at Council's Development Assessment Panel on 6 February 2019.

79. However, a copy of the Section 57A amended plans has been placed on Council's website, with a link and a summary of the changes provided to the objectors.

Referrals

80. The referral comments are based on the advertised plan, unless otherwise specified.

External Referrals

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

Internal Referrals

82. The application was referred to the following units within Council and external consultants :

(a) Engineering services unit

(b) City works branch

(c) ESD advisor

(d) Strategic transport unit

(e) Open space planning and design unit

(f) Streetscapes and natural values unit

(g) Urban design unit

(h) Urban design consultant (Hansen Urban Design Team)

83. Referral comments have been included as attachments to this report.

OFFICER ASSESSMENT

84. The primary considerations for this application are as follows:

(a) Strategic justification

(b) Land use

(c) Built form and design

(d) Equitable development

(e) Off-site amenity impacts

(f) Sustainable design

(g) Car and bicycle parking

(h) Traffic and access

(i) Waste management

(j) Objectors' concerns

Strategic Justification

85. There is both State and local support for commercial developments that provide local employment opportunities (Clauses 11.02-1S, 21.04-3) and are appropriately located to minimise potential off-site impacts (Clause 13.07-1S). The proposed uses are considered to be compatible with their surrounds.

86. Council's local planning policy acknowledges a shift in the demand for industrial uses within the Abbotsford local area, stating at clause 21.08-1 that *'Due to requirements under SEPP N-1 the viability of this industrial precinct has the potential of being undermined by new residential development located too close. The introduction of offices does not present a similar threat and would aid the development of underutilized land to the west of Victoria Crescent south of Gipps Street'*. While Nelson Street is outside this pocket, a similar principle applies and as such, from a local strategic perspective, the proposed office development reflects an appropriate activity within the Abbotsford industrial precinct.

87. The intensification and concentration of development is encouraged in and around activity centres and on sites that are well connected to public transport to ensure efficient use of existing infrastructure. As noted within the surrounds description, the site is well placed in terms of public transport and the Victoria Street MAC. It is a location where increased development could take advantage of existing services.

88. While there is policy support for more intensive development on the site, this needs to be balanced with built form guidance at Clauses 15.01, 21.05-2 and 22.10 of the Scheme, which encourages contextually responsive and high quality development. As will be discussed in greater detail throughout this assessment, the proposed development will meet these objectives having regard to the existing sensitive interfaces and the strategic expectations for the area.

89. Both State and local policy directives seek to promote the use of sustainable personal transport (Clauses 18.02-1R, 18.02-2R, and 21.06). In regard to car parking, Clause 18.02-4S encourages an adequate supply of car parking to be provided with consideration to existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.

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

Land Use

91. As detailed within the planning controls section earlier in the report, all uses proposed as part of the current application require a planning permit. Notwithstanding this, it is considered that the proposed uses are appropriate having regard to the purposes of the Industrial 3 Zone and the particular location of the site.

92. A purpose of the Industrial 3 Zone is *'to provide a buffer between the Industrial 1 Zone or the Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community'*. The predominate use of the site is 'office', this is considered an appropriate "buffer" activity between the Industrial 1 Zone to the north and east and the Neighbourhood Residential Zone to the south-west. As will be discussed, office uses have minimal external impacts and as such, exist comfortably alongside residential properties. Office uses can also be placed adjacent to industrial/warehouse uses with limited disruption to activities.

93. A further purpose of the Industrial 3 Zone is '*to allow for limited retail opportunities including convenience shops, small scale supermarkets and associated shops in appropriate locations'*. The proposed plans describe the use for two of the ground tenancies as 'retail'. Under the Scheme, 'retail' encapsulates a wide range of uses, including some that would not necessarily be appropriate for this site or would require further assessment and potentially more tailored conditions.

94. To ensure that unintended externality impacts are not overlooked, a condition of permit will require the ground floor 'retail' tenancies to be relabelled as 'shop'. This has been discussed with the permit applicant who was agreeable to this change.

95. Both the shops and café on the ground floor are considered appropriate uses consistent with this purpose. Given the close proximity to the Victoria Street MAC, the provision for a shop on this site is considered appropriate and would likely attract customers from the MAC. The café will also provide convenience for occupants of the proposed building, in addition to other commercial and residential uses nearby. As will be discussed within the streetscape and activation discussion, the inclusion of the retail and food and drink premises at the ground floor will also provide activation and an improved pedestrian experience adjacent to the site.

96. When assessing new uses within Industrial Zones proximate to residentially zoned land, Council's Interface Uses Policy (Clause 22.05) needs to be considered. The policy provides guidance on matters relating to:

    (a) Noise

    (b) Visual impact and appearance

    (c) Overlooking

    (d) Odour and air emissions

    (e) Light spill

    (f) Loading and unloading

    (g) Rubbish removal and storage

    (h) Construction noise

97. The proposed uses have been assessed against the above elements and are considered to be acceptable subject to conditions on any permit that issues. Further discussion of each matter is covered in the report within the built form and off site amenity sections.

98. No operating hours have been nominated for the proposed uses. As will be discussed within the off-site amenity section, it is considered appropriate that these uses be permitted to operate from 8am to 8pm, 7 days a week. These hours derive from Council's *Discretionary Uses in Residential 1 Zone* policy at Clause 22.01 of the Scheme. While this policy does not apply to land outside the residential zone, given that the land is immediately adjacent to a residential zone and the majority of existing commercial uses within the abutting Industrial Zone appear to operate mainly during business hours, restricting operation between 8am and 8pm is considered reasonable.

99. It may be appropriate for uses to operate beyond these hours, however given that there are no specific tenants at this stage, this more detailed assessment cannot be undertaken at this point.

Built Form and Design

100. The relevant considerations for the design and built form are found at Clause 15 (Built Environment and Heritage), Clause 21.05 (Built Form), Clause 22.07 (Development Abutting Laneways) and Clause 22.10 (Design and Built Form) of the Scheme. As supplementary guidance, the *Urban Design Guidelines for Victoria* 2017 (prepared by Department of Environment, Land, Water and Planning).

Height

101. There are no specific height controls for the subject site within the Scheme. The Built Form and Design Policy at clause 22.10 seeks to ensure that '*the height of new development is appropriate to the context of the area and respects the prevailing pattern of heights of the area where this makes a contribution to the character of the area*.'

102. As identified in the description of the surrounds, the area is predominately one and two storey in scale, with the exception of the Carlton United Brewery (CUB), which presents a sheer brick wall equivalent to 3 to 5 commercial storeys. While the proposed development at 7 storeys would be taller than its surrounds, the height is contextually appropriate for this site for the reasons discussed below.

103. Importantly, the proposed development will only reach 7 storeys at the corner of Nelson and Thompson Streets. The height then steps down to 6 storeys along Thompson Street south of the stair core, 5 storeys west of the eastern stair core along Nelson Street and to Cooke Street the building steps down from 5 to 3 storeys toward the south. This distribution of height across the site assists in providing a comfortable transition to the surrounding area.

104. The taller built form at the corner of Nelson and Thompson Streets would not be detrimental to the character of the area given that historically the area supported a juxtaposition of building heights with the mix of industrial and residential uses. There are also no unreasonable amenity impacts as a consequence of the taller built form as will be discussed in greater detail under offsite amenity impacts.

105. While presently the remnant industrial/warehouse building stock is largely one and two storeys, it is expected that the scale of the surrounding built form will increase over time as these sites are redeveloped. In particular, it is likely that the adjacent properties to the east and the west will be redeveloped with taller built form in future given that these sites are a similar size to the subject site and are not affected by any overlays (e.g. heritage). This anticipated future development within the area will in time erode the variation in the scale of the subject site and its surrounds. In the interim, given that the subject site is directly opposite the taller section (approximately 5 commercial storeys) of the CUB site, its scale will sit comfortably within the surrounds.

106. Council's Urban Designer (Hansen) was also largely comfortable with the overall scale of the development. They were of the opinion that this area could form a pocket of taller built forms distinct from those that will emerge along Victoria Street. Their advice however did suggest reducing the building by one storey south of the lift core along Thompson Street from 7 to 6 storeys. This recommendation was based on the advertised plans and has since been incorporated into the amended plans to the application.



Figure 5: Thompson Street elevation depicting the deleted level in red

107. To address the height variation between the 6 storey form and the existing 1 and 2 storey buildings along Thompson Street, the proposed development incorporates a setback of 3.63m from the southern boundary at Level 5 in addition to an artwork feature to the southern boundary wall up to Level 4 adjacent to No. 17 Thompson Street. This will provide visual interest to this wall until such time as properties to the south along Thompson Street are redeveloped. To ensure that an appropriate art installation is erected upon the wall, a condition will be placed on any permit issued requiring that a public art management plan is submitted for endorsement.

108. The Urban Design advice also recommended reducing the building on the corner of Nelson and Cooke Streets from 5 to 4 storeys. This recommendation has not been adopted for the following reasons:

    (a) The corner height at 5 storeys is only marginally (0.5m) taller than the CUB to the north of Nelson Street and in this regard would not appear overbearing in the wider context.

    (b) The Nelson Street elevation is likely to look overly stepped if the western corner height were reduced given that the building height already transitions from 7 to 5 storeys along this elevation.

    (c) The proposed development provides a comfortable transition to the south, including the stepping from 5 to 3 storeys, combined with a 4.1m setback of the third level from Cooke Street.

    (d) A separation of approximately 15m is provided from the 5 storey element to the residential terrace dwellings along Cooke Street to the south.

    (e) As discussed below, a similar contrast in height is anticipated from Victoria Street to Cooke Street under the interim Design and Development Overlay, which extends along Victoria Street.



Figure 6: Cooke Street isometric depicting height transition

109. The Design and Development Overlay Schedule 22 (DDO22) was introduced in November last year along Victoria Street. This recommends a building height of 24m along both sides of Victoria Street extending from Nicholson Street to the west to Grosvenor Street to the east. This equates to between 5 and 8 storeys depending on the floor to ceiling heights proposed. It is also 3.25m greater than the 5 storey element proposed for the corner of Nelson and Cooke Street.

110. This becomes relevant when considering the potential future impact to Cooke Street. Under DDO22, Cooke Street is already anticipated to be bookended by a building of a similar height at its southern end, however without a 15m separation; as is currently proposed at the subject site. Given that a similar contrast in height is proposed at the southern end of Cooke Street, it is equally reasonable to have a 5 storey transition at the northern end.

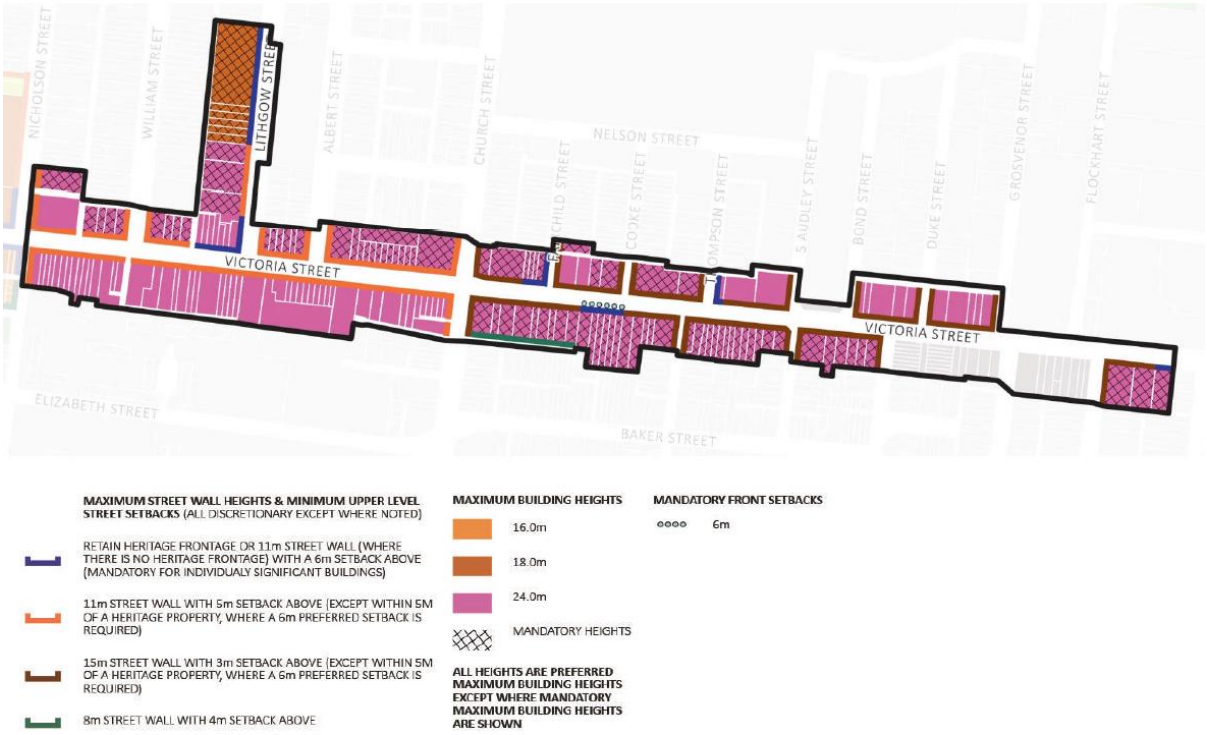


Figure 7: Building Heights for Precinct 4 in DDO22

Street Wall/Upper level setbacks

111. There are no specific street wall/upper level setback requirements for the subject site. A typical approach to massing taller buildings is to provide a podium/tower typology. The primary motivations for this are to ensure that taller built forms do not dominate an area and a pedestrian scale is maintained along streetscapes. The proposed development however adopts a different typology, responding directly to the more robust forms within the industrial pocket and in particular the existing CUB building on the northern side of Nelson Street. Rather than a podium/tower relationship, the building uses terracing to mitigate potential visual bulk and to maintain a pedestrian scale.

112. Clause 22.10-3.3 suggests that new development that is higher than adjacent buildings should adopted a secondary setback for the higher building component that:

    (a) Aligns to the street pattern

    (b) Retains existing viewlines to heritage properties.

113. The subject site exists along three streetscapes, each very different in character. The response to each streetscape has been assessed in turn below.

Nelson Street

114. To Nelson Street, a street wall height of 7 storeys stepping down to 5 storeys is proposed. As previously discussed, the urban design advice recommended that a 4 storey 'base' be provided with the setting in of the fifth floor level. As mentioned previously, they have also recommended deleting the fifth floor to the west of the western core. The urban design advisor has explained the basis for these recommendation is to minimise the visual impact of the upper level forms viewed from Nelson Street.

115. It was also recommended that a different material treatment to distinguish the 'base' from the 'crown'. These recommendations would be tantamount to a refusal, requiring a significant redesign of the proposal. A substantial alteration to the design is not considered necessary from a visual bulk perspective. The proposed composition sits comfortably within the robust context of the site. The vertical segmentation of the building through expressing the stair elements, coupled with the reduction of the scale as the building approached the Cooke Street interface appropriately responds to the site negating the need for a base/tower building typology.

116. The southern side of Nelson Street does not currently have a distinguishable street wall pattern given that it comprises largely of open, undeveloped areas. This may likely be somewhat improved by the proposed two storey development to the west of Cooke Street (as approved under PLN14/1166). Notwithstanding this, the southern streetscape will still be largely fragmented by the street junctions and large lot sizes. Nelson Street is also strongly influenced by the very prominent CUB site on its northern side, which comprises a sheer wall the full length of Nelson Street equivalent in height to between 3 and 5 storeys, with the tallest portion of this wall occurring adjacent to the subject site.

117. In this context, it is considered that there is greater flexibility in street wall heights for this site. A taller street wall is considered acceptable given the presence of robust, hard edge built form and the industrial zoning of the surrounding land. The design and massing of the proposed development is considered sufficiently resolved to ensure that it does not present excessive visual bulk, including:

    (a) The 7 storey street wall is only proposed to the corner of Thompson Street, with the remainder of the building stepping down to 5 storeys

    (b) Two recessed stair cores are provided along the façade that will assist breaking up the length of the façade

    (c) Relatively light-weight materials are proposed in addition to comprehensive landscape concept to the façade, further softening views to the built form

    (d) The building will be read alongside the CUB site, which is equivalent in scale to the 5 storey street wall.

118. Having regard to the above, it is considered that the proposed development responds appropriately to the streetscape and no further changes to the street wall are required.

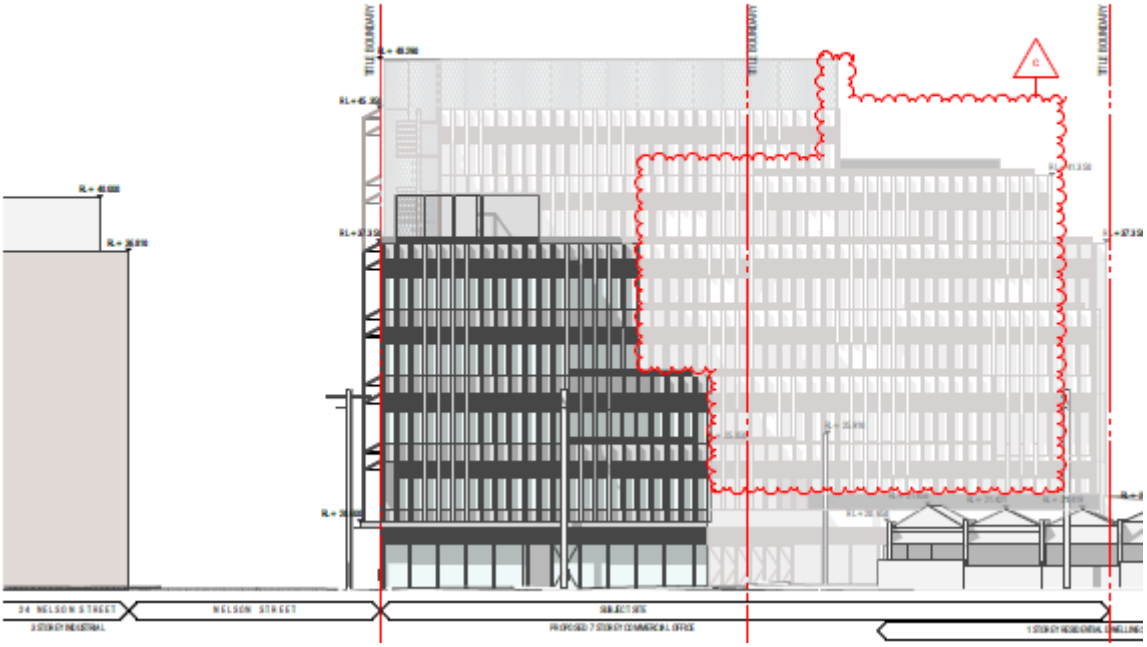


Figure 8: Western elevation depicting interface with CUB site

Thompson Street

119. Thompson Street currently presents a collection of 1 and 2 storey industrial and warehouse buildings. The development responds to this streetscape by stepping down in height from a 7 to 6 storey street wall to the south along Thompson Street. As previously mentioned, this is an amendment from the advertised plans as recommended by the urban design advice, which previously proposed a 7 storey street wall. The street wall at 6 storeys however will still be noticeably higher than the remainder of Thompson Street.

120. The urban designer has recommended that a four storey street wall be provided, with the top two levels recessed. This is based on a 1:1 street wall height to street width ratio. While it is acknowledged this is a reasonable urban design tool to determine scale, this additional setbacks from Thompson Street are not considered necessary on the following basis:

    (a) Thompson Street is likely to experience change given its limited sensitivity.

    (b) The juxtaposition of building heights is not unusual to this area

    (c) Thompson Street contains industrial zoned land and thus limited level of sensitivity

    (d) The verticality of the design is also consistent with the robust character of the area, where upper level setbacks are atypical of the area.

    (e) The subject site is situated at the end of Thompson Street rather than a midblock position and therefore would not impact upon the streetscape consistency.

121. For the reasons outlined above, a further setback to the upper levels is not considered necessary and has not been conditioned.

Cooke Street

122. Cooke Street is a more sensitive streetscape given that it is residentially zoned and covered by a heritage area. The proposed development provides a 5 storey streetwall at the corner of Nelson Street, which then steps down to a two storey street wall, with recessed third floor. The urban design has suggested deleting the fifth storey to the corner of Nelson Street. This however is not considered necessary. As has been covered above, a similar book end is anticipated at the southern end of Cooke Street under DDO22.

The proposed development is considered to already provide an acceptable transition between the low scale of Cooke Street to the more robust forms within the Industrial Zone. On this basis it is not considered that further amendments are needed to this elevation.

Street Level Interface

123. In relation to the street level interface, Council's Urban Design policy at Clause 22.10-3.4 encourages new development to be orientated to front existing and proposed streets, incorporate articulation and a reasonable level of transparent treatments. Weather protection is also encouraged.

124. The proposed development is considered to be well resolved in relation to the street level interface and will significantly enhance the existing pedestrian experience. The surrounding area presently is largely closed off, with limited openings within buildings and poor passive surveillance of the area.

125. The proposed development provides extensive street level activation, with a ground level retail and café offerings in addition to office. All ground floor activity is largely glazed with multiple entries into the building provided, contributing to the activation and integration of the subject site with the public realm.

126. A canopy is also proposed to wrap around the building, which will contribute to weather protection.



Figure 9: Street level activation at the corner of Cooke and Nelson Streets

127. As will be discussed further in the landscaping section below, the proposed development also intends to activate the land immediately to the south of the site off Cooke Street. In addition to the landscape treatments, the proposed development provides operable bi-folding doors, set back 2.35m from this area, supporting opportunities for the usability and amenity of this space.

Architectural quality

128. The proposed development is considered to be of a high architectural quality and, in that regard, responds to the design objectives of Clause 15.01 of the Scheme. The design takes its cues from the remnant industrial/warehouse building stock, presenting a contemporary, rectilinear form. However, the design incorporates extensive glazing broken up with metal blades, which assist in reducing the solidity and visual mass of the building. Whilst the development expresses a similar material and design language across the site, the proposed development incorporates stepping in height and rebates to break up the volume and mass of the building. The simplicity of the development is considered appropriate and ensures that the development will not look overly busy. It also responds to the character of the area, which tends to comprise singular design treatments of only one or two materials.

129. Furthermore, as will be discussed in the landscaping section, the proposed development uses vegetation to assist in softening the built form and contribute to the visual interest.

Site Services

130. Site services and related enclosures for waste disposal and recycling, mail and deliveries and water and energy metering are necessary elements in any development. It is policy at 22.10-3.11 that service infrastructure is appropriately sited and blended into the design of new buildings and is obscured from the public domain.

131. The majority of site services are appropriately contained internally within the building, consistent with clause 22.10-3.11. There are however some services that will be visible within the ground level façade, this includes a gas metre cabinet along Nelson Street and a fire booster cabinet and substation along Thompson Street. These services are required to be accessible by the relevant service provider. Appropriately, the proposed design response has avoided any visible services along Cooke Street. This is considered the most sensitive interface, given that it transitions into the Neighbourhood Residential Zone and heritage overlay to the south. The gas meter cabinet comprises 3m of the 63.91m wide frontage to Nelson Street and therefore will have a very limited impact upon the activation and presentation of this elevation. The Thompson Street elevation presents the greatest proportion of visible site services with the 2.2m wide fire booster cabinet, the 4.4xm wide substantial as well as the basement entrance. However, there will still be approximately 18m of clear glazing associated with the café and retail tenancies as well as a 3.9m wide lobby entrance. Given the Industrial zoning of Thompson Street, the visual amenity expectations for the streetscape are not as significant. On balance, it is considered that a sufficient level of amenity for this interface will be maintained.

Wind

132. Given the scale of the development, it is important to consider how it may impact on the wind climate within the surrounding area. While a wind report was not provided with the application, the proposed development appears to be appropriately designed to mitigate potential wind impacts, in particular:

    (a) Terracing of the development along southern and western sides adjacent the Cooke Street residential properties

    (b) Applying metal fins along the building facades would be expected to fragment downward wind flows

    (c) Cross-drafts would be reduced by the inset stairwell/building cores along the Nelson Street and Thompson Street

    (d) Vegetation on the building would also assist in filtering wind

133. Notwithstanding the above, a wind assessment report will be required as a condition of any permit that issues prior to the endorsement of plans. A condition will also require any recommendations from this report to be incorporated within the plans prior to endorsement. Subject to these conditions, it is not anticipated that the proposed development would cause any unreasonable wind impacts.

Landscaping and streetscape improvements

134. Soft landscaping has not traditionally been a strong feature of the surrounding area, with remnant industrial/warehouse buildings typically built to the boundaries offering minimal areas for landscaping opportunities. However, the subject site is within 240m of the Yarra River Environs, separated only by the CUB site.

135. The proposed development seeks to integrate landscaping opportunities throughout the development. This is a key element of the proposed design response that will contribute to the visual interest of the development and soften the appearance of the built form, particularly as viewed from the south. A landscape plan prepared by Coolth Inc. has been submitted with the application providing greater details of the planting proposed. This has been reviewed by Council's Open Space Unit who have made the following additional recommendations:

    (a) Include more planter boxes on the northern façade of the building from Levels 2 to 6, as per the treatment on Level 1

    (b) Consider adding intermittent vertical green systems on higher levels e.g. 3 and 5 to create a more successful green wall system.

    (c) Provide an alternative species within the southern walkway that is more shade-tolerant.

(d) Planting beds adjacent to the stairwell as shown on the ground floor of the architectural drawings.

(e) Include climbing plants on the pergolas at Levels 5 and 7

136. The above suggestions are considered appropriate and will further enhance the appearance of the development and its contribution to the area. Given that the development will be highly visible in the surrounds, it is particularly important that the building is well resolved and contributes positively to its surrounds. The inclusion of greenery throughout the development will not only contribute to a visually interesting building, it will also contributes to the wider Yarra Environs.

137. Further information and clarification on the landscape plans has also been requested by Council's Open Space Unit including:

(a) Paving details (e.g. materials) and a typical section through the ground floor and balcony paving

(b) Height and width of all planters, including details of the soil media, irrigation systems, drainage outlets and the specific mineral mulch material proposed.

(c) Details the vertical green systems and furniture systems on the terrace balconies

(d) Relocate the title plan on the landscape drawings so that it is not covering the subject site

(e) Include finished floor levels on the plans

(f) Details of the barrier between the terrace balcony and the roof services area on Level 7

(g) Clarify/correct reference to the Water Gum (TL) on the Level 7 roof terrace.

138. In addition to providing greenery throughout the development, it is proposed to undertake upgrades the streetscape adjacent to the subject site as part of the development, including widening the footpath and introducing new street tree planting. The concept designs are shown on the landscape plans. These details have been reviewed by Council's Streetscapes and Natural Values team, Urban Design Unit and Engineering Services Unit.

139. It has been recommended by Council's Streetscape and Natural Values team that larger tree species be planted along the street interfaces. To accommodate a largest possible street tree variety, it was recommended by Council's Urban Design Unit that the façade of the building is setback a metre to accommodate this. Given that the proposal will already be delivering a widened footpath, it is considered unreasonable to also require a set back of the building to accommodate an even larger tree. This increased setback would also noticeably impact the design of the development such as eroding the visual benefits of the inset cores. While provision of a larger tree is supported, it is considered appropriate for the species to be chosen based on the current proposed building footprint. This will be reflected in the permit conditions.

140. Further detailed design plans have been requested regarding the streetscape works, this will be conditioned accordingly. Council's Urban Design Unit has requested that both sides of Thompson Street are redesigned with outstands, however implementation be limited to the western outstand only. It is likely that the property to the east of Thompson Street will be redeveloped. At such time, the redesign of the eastern side of Thompson Street could be negotiated. For the interim, it is necessary that the western outstand is designed to connect into the existing conditions on the eastern side of Thompson Street and therefore it is considered unnecessary for a design of the western side of Thompson Street include a future scenario.

141. Council's Streetscape and Natural values team also requested that overhead powerlines be relocated underground and the cost of the permit holder. This is not considered a reasonable request. While it might be desirable to have underground power, it is not a necessary requirement for this proposal. Also given that the surrounding area has above ground power, replacing this with underground power is beyond the scope of a single site. For this reason, this suggestion has not been pursued.

Equitable Development

142. To ensure the fair, orderly, economic and sustainable development of land, matters of equitable development must be considered in accordance with the objectives of planning in Victoria as set out in Section 4(1) of the *Planning and Environment Act 1987*. Objective 5.1.3 of the *Urban Design Guidelines for Victoria* also seeks to ensure buildings provide equitable access to daylight and sunlight.

143. The subject site has only one immediate abutting property, being No. 17 Thompson Street to the south. It is also separated by a narrow RoW from properties at Nos. 28 to 34 Cooke Street to the west. In regard to the properties at No. 28 to 34 Cooke Street, these are all within the Neighbourhood Residential Zone and are contributory to the Fairchild Street Heritage Precinct. Given their small size, zoning and overlay controls, the development potential of these sites is considerably constrained. Any development is restricted to two storeys and a maximum of 9m (under the zone) and given the heritage protection, is likely to be limited to rear additions. The proposed minimum 2.365m separation from these properties is considered sufficient to maintain their future development opportunities.

144. No. 17 Thompson Street however is likely to be redeveloped in future. This site is also within the Industrial 3 Zone and is not affected by any overlays. It is a noticeably smaller site than the subject site and it is likely that future development of this site will seek to extend to the side boundaries. The proposed development responds appropriately to this scenario by constructing to the shared boundary up to Level 4. Level 5 is then set back 3.63m, with the uppermost level (Level 6), set back 16.31m from this boundary. Even in the event that No. 17 Thompson Street was to mirror the subject site providing a six storey 'cap', the proposed 3.63m setback if mirrored (i.e. 7.26m) would facilitate sufficient daylight opportunities into both sites. The proposal is not considered to adversely impact the reasonable development opportunities of this site.

Off-site Amenity Impacts

145. The policy framework for amenity considerations is at Clause 22.05 (Interface Uses Policy) and Clause 22.10 of the Scheme. Policy at Clause 22.10-3.8 of the Scheme seeks to ensure that new development does not prejudice the rights of adjoining and/or nearby land users (especially residents) to enjoy solar access, privacy, and acceptable noise levels, although this should be tempered with amenity expectations for residential properties at mixed-use interface locations.

146. Additionally, where private open space and/or windows to adjoining residential properties are unreasonably affected, Clause 22.05-4.2 calls for non-residential development to have appropriate setbacks from boundaries to address loss of daylight, overshadowing and visual bulk impacts.

Visual Bulk

147. The applicant has provided sightline diagrams to demonstrate the extent of visibility as viewed from the most directly affected residential properties at Nos. 28 to 32 Cooke Street. These demonstrate that there will be very little visibility of the upper levels from adjacent areas of secluded private open space (SPOS), with these levels largely obscured by Levels 2 and 3. This also indicates that from a potential visual bulk perspective, the top two levels of the development will not have an unreasonable amenity impact on these most immediately affected properties.

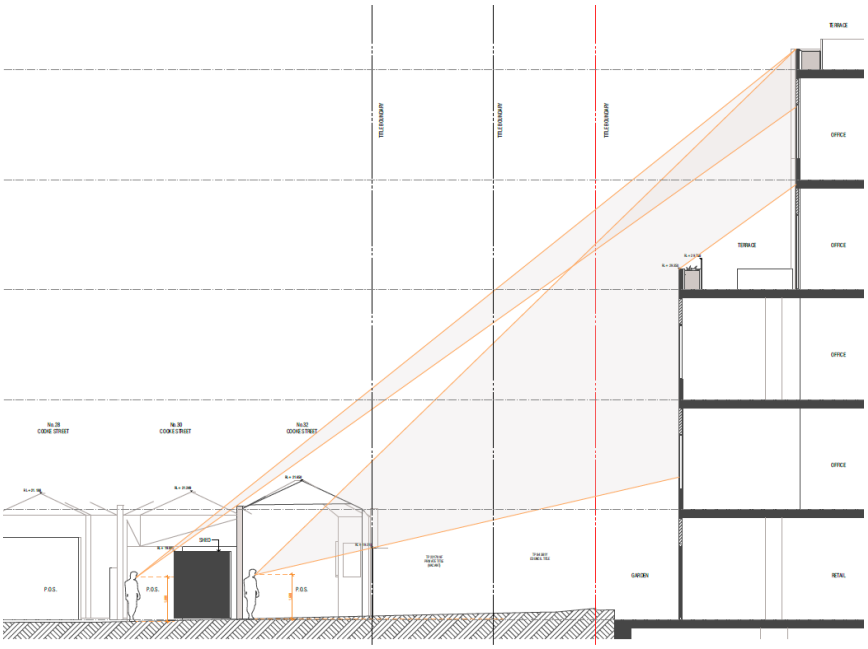


Figure 10: Northern outlook from No. 30-32 Cooke St

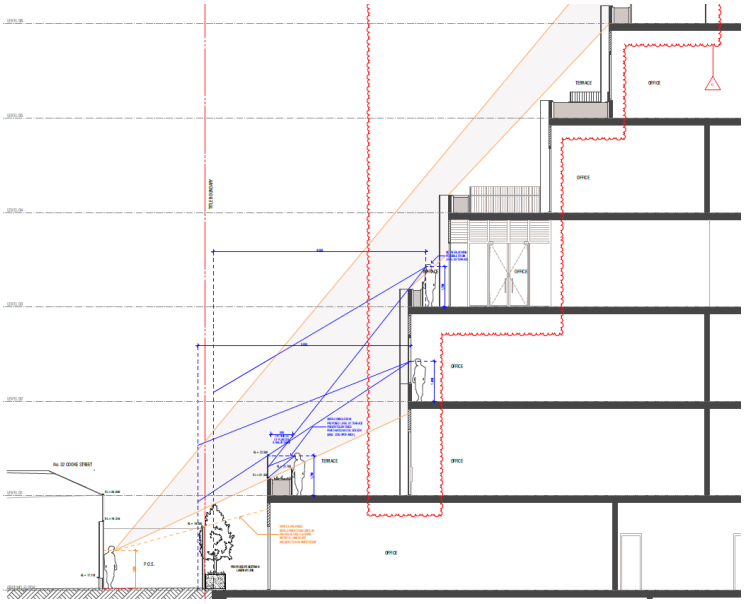


Figure 11: Eastern outlook from No. 32 Cooke Street

148. While the upper levels will be more apparent from residential properties further to the south, the distance from the development would sufficiently mitigate any unreasonable amenity impacts. On this basis, it is considered the proposed development would not result in unreasonable visual bulk impacts.

149. The proposed development is also considered to sufficiently ameliorate unreasonable visual bulk to surrounding residential interfaces noting the following:

    (a) Terracing the development as viewed from the south-west aids in reducing the mass of the building and provides an interesting and articulated building elevation.

    (b) Extensive soft planting opportunities across all levels of the building and to the external terraces will assist is softening the built form and will contribute to a visually interesting façade.

    (c) The bulk of the building has been pushed toward the corner of Thompson and Nelson Streets, which is appropriate given the industrial zoning and limited sensitivity to visual bulk at this corner.

(d) The materials, while clearly commercial and contemporary, are relatively light-weight and avoid adding to the potential visual bulk of a large building.

Overshadowing

150. Policy at Clause 22.10-3.8 of the Scheme seeks to ensure that *new development does not substantially overshadow adjoining residential private open space*. A key change in the amended plans received after advertising was to reduce the extent of overshadowing so that there would be no additional overshadowing on the residential properties along Cooke Street from 10am at the September Equinox.

151. While there will be additional overshadowing at 9am to the SPOS of properties at Nos. 20-28 and 32 Cooke Street, this is not unreasonable given:

(a) These properties will be unaffected for the remaining 5 hours between 10am and 3pm

(b) The SPOS areas are modest in size and as such are already largely overshadowed at 9am by existing fencing.

(c) No. 30 Cooke Street is already entirely in shadow, with only a small slither of sunlight to No. 32 Cooke Street available.

(d) Expectations of properties immediately adjacent to Industrial Zones should be also somewhat tempered, as compared to dwellings within a residential hinterland.

152. It is evident the development has sought to minimise overshadowing by substantially setting back the upper levels of the development. The additional overshadowing is generated by the lower levels, which is not reasonably avoided given the modest SPOS areas. Having regard to the above, the additional overshadowing impacts are considered acceptable.

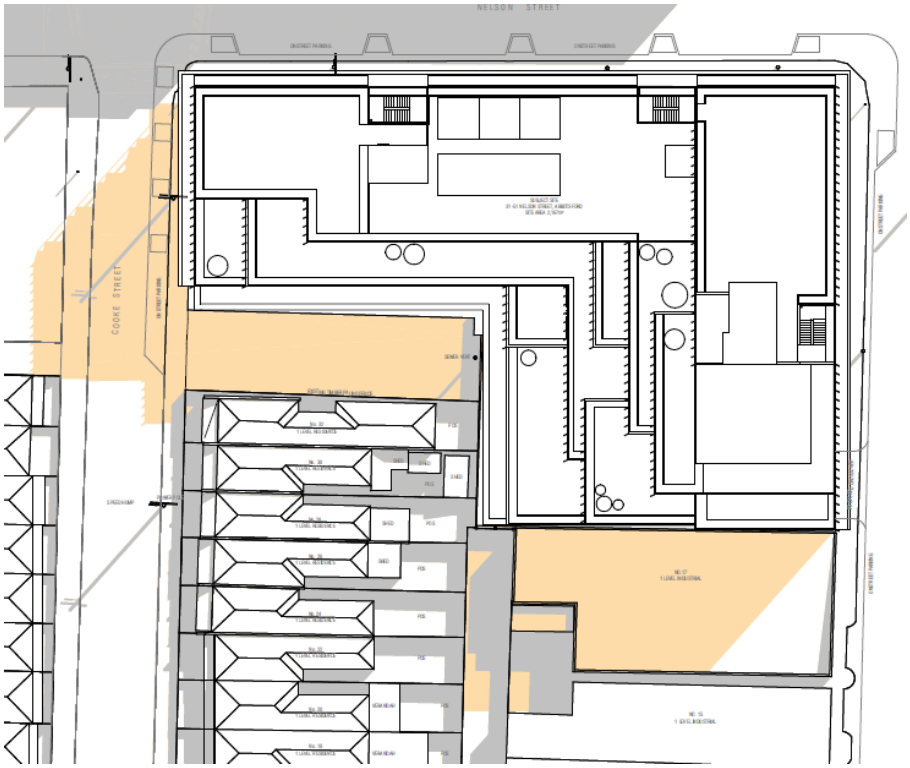


Figure 12: 10am shadow diagram (additional shadowing in yellow)

Daylight Access

153. Clause 22.10-3.8 seeks to ensure that new development does not adversely impact on the amenity of adjoining residential properties in terms of daylighting to habitable rooms.

154. The proposed development is considered sufficiently set back from any adjacent existing habitable room windows to ensure that the daylight to habitable room windows are not affected.

155. Given that the shadow diagrams demonstrate there will be no overshadowing on the SPOS of the properties along Cooke Street from 10am, it equally demonstrates that the proposed development is sufficiently set back from any east-facing habitable windows that face onto the SPOS (and the subject site). The only other windows at risk of being impact are those along the northern side of No. 32 Cooke Street, which are situated within a lightcourt midway along the dwelling. According to real estate plans online, these windows are associated with a laundry and bathroom and therefore any loss of daylight/solar access is not considered to cause unreasonable amenity impacts. However, in any event, the proposed development is set back between 12m and 16m from these windows, which would ensure that the daylight to these windows will not be unreasonably impacted.

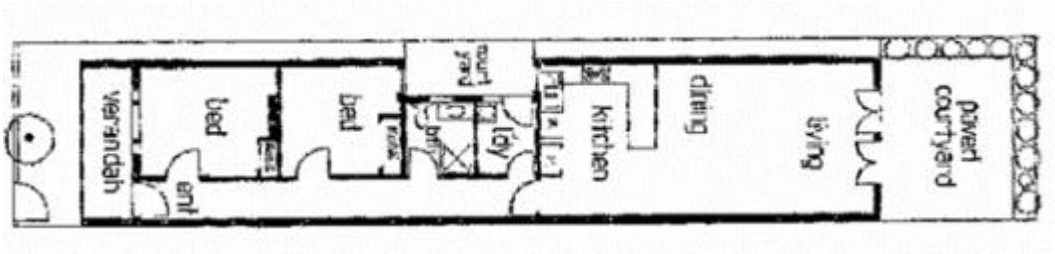


Figure 13: Floorplan of No. 32 Cooke St (source: realestate.com.au)

Overlooking

156. Clause 22.10-3.8 of the Scheme seeks to ensure that new development does not prejudice the rights of adjoining and/or nearby land users (especially residents) to enjoy privacy. Council's interfaces uses policy at clause 22.05 also states that *'where private open space and/or windows to adjoining residential properties are unreasonably affected, appropriate setbacks from boundaries are to be provided to address loss of daylight, overshadowing and visual bulk impacts.*

157. Various treatments are proposed to minimise overlooking opportunities to private open space areas within 9m of the proposed glazing or terraces. The 9m distance derives from the ResCode Overlooking standard at Clause 55.04-6. While ResCode does not apply to commercial developments, it provides a quantifiable measure for assessing 'unreasonable' overlooking to residential properties.

158. Views from the ground level into adjacent private open space areas are considered to be sufficiently mitigated by boundary fencing of the adjacent Cooke Street properties, which is approximately 2m above the proposed ground floor.

159. The first floor plan indicates that a fixed perforated screen along the western and southern edge of the terrace will prevent overlooking into the adjacent SPOS areas of the Cooke Street properties. Details of the perforated screening have been provided on overlooking section TP400- 402; confirming that screens will be 1.7m high and openings will be no greater than 25%. The west facing windows associated with the office also have a notation indicating that nominated windows are to be composed of obscure glazing. The extent of obscure glazing to these windows is not clear. It is also unclear whether these windows are to be fixed or otherwise restricted to prevent views. Further detail is required to determine the level of overlooking treatment required. This will be conditioned accordingly.

160. Overlooking sections have been provided demonstrating that from Level 2 and above, the building is sufficiently set back to generally prevent any views into secluded private open space within 9m. The only views within 9m of are from the second floor terrace located within the 'elbow' of the building. As shown on the sectional elevation on TP405, these views however do not fall below a height of 1.7m at a distance of 9m. In light of this, the views are not considered unreasonable. Furthermore, these views are associated with the roof terrace that is not likely to be regularly occupied.

Furthermore, while vegetation is not a screening measure in itself, the view from this terrace would likely be further reduced by vegetation within the planter boxes, which has not been shown in the overlooking diagrams.

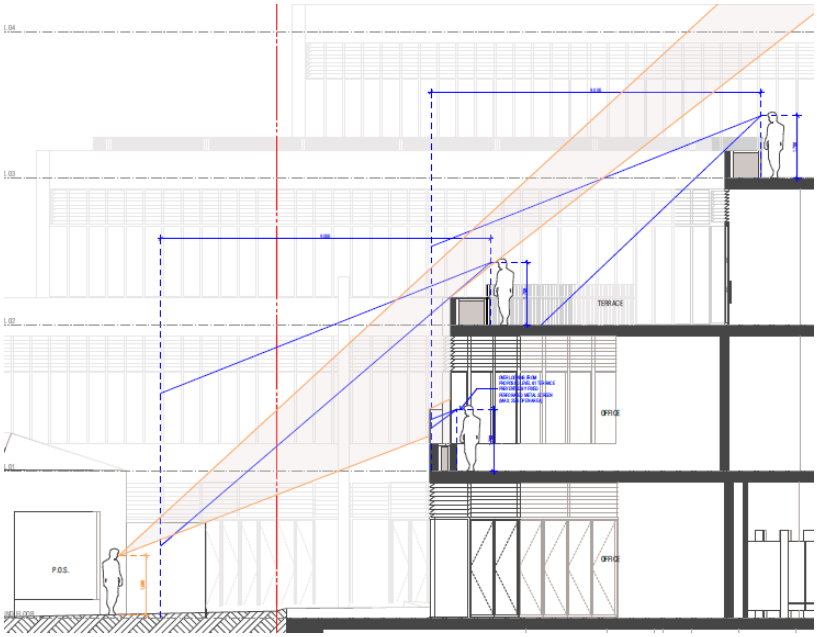


Figure 14: North-east overlooking diagrams TP405

Light spill

161. Clause 22.05-4.2 seeks to *'minimise the opportunity for light spill due to fixed or vehicle lights, outside the perimeter of the site and on to habitable room windows of nearby residential properties'.*

162. Dealing first with vehicular light spill, as has been identified, the vehicle access to the site is provided via Thompson Street, which falls within the Industrial zoned land. The site immediately opposite is used for commercial purposes (Brewery) and therefore the amenity of this property would not be affected by light spill from vehicular movements in or out of the site. Given there are no vehicle access points proximate to Cooke Street, there will be no impact on these residential properties.

163. Turning to the illumination from within the building, while the glazing applied to the building is expected to enable light to be emitted from the building, as will be discussed, this is not considered to cause unreasonable detriment to the surrounding residential area.

164. The north-facing windows within the lightcourt to No. 32 Cooke Street would be protected by the boundary fencing, which is located within 1m of the windows. The only other windows that may be affected are the east-facing rear window also to No. 32 Cooke Street. The impact to this window however is not considered to be unreasonable given this is understood to be associated with a living room and not a room likely to be significantly affected by light spill, such as a bedroom. Furthermore, the glazing line above ground level is setback a minimum of 8.7m from the rear boundary of No. 32 Cooke Street, and over 10m from the glazing line. This is considered a sufficient distance to dissipate any light emitted from the development.

Noise

165. Clause 13.05 of the Scheme aims to ensure that development is not prejudiced and community amenity is not reduced by noise emissions. Clause 22.05 of the Scheme seeks to ensure new commercial development is adequately managed having regard to its proximity to residential uses.

166. The proposed development is not anticipated to generate any excessive noise impacts. Typically office is a low-noise generating activity and would be unlikely to impact the nearby residential area. However it is acknowledged that in the case of the proposal, the offices have outdoor terrace areas located at each level above Level 1. It would be expected that these terraces would be used during business hours and mainly for lunch breaks or similar. It is therefore not expected that noise generated on these terraces would cause unreasonable noise impacts. However, to ensure that these terraces are not used into the night where amenity disturbances could be caused e.g. for Christmas parties or other celebrations. Conditions of any permit that issues will restrict the use of office (which would include the terraces) to 8am to 8pm. It is not anticipated that the office uses, including the terraces, would create unreasonable amenity impacts.

167. On the ground floor there is an external door to the office tenancy directly adjacent the residential properties of No. 30 and 32 Cooke Street. It is not anticipated that this door will cause unreasonable noise impacts. This is not the main entrance to the office, which is located off Thomson Street. It would also be an indirect way to access Victoria Street, which is anticipated to be the main path of travel due to the public transport links and commercial activity. In addition to the restricted hours of operation for the office, it is not anticipated that the location of the ground floor door adjacent to the residential properties would cause unreasonable noise impacts.

168. The shops and food and drink premises are not expected to generate any audible noise impacts given that these uses are enclosed within built form. It is noted that the retail tenancy on the corner of Cooke and Nelson Streets has bi-folding doors and a setback area along the southern boundary. While the separation between the subject site and the closest residential premises at No. 32 Cooke Street will assist in reducing the potential noise impacts, as previously mentioned, a condition will also be applied restricting the hours of the retail from 8am to 8pm.

169. Furthermore, standard conditions requiring any music noise on the premises to comply with the relevant State Environmental Protection Policy requirements (SEPP N-2). This will be included as condition on any permit that issues.

170. The potential noise generating elements of the proposal include the vehicle entrance and plant equipment. Both have been located away from the residential interfaces reducing the potential off-site amenity impacts. The vehicle basement ramp is accessed via Thompson Street and adjacent to a warehouse building. The plant equipment is located on the top level of the building, also toward Thompson Street. Notwithstanding this, standard conditions will be placed on any permit that issues requiring that all commercial noise comply with the relevant SEPP N-1 requirements.

Environmentally Sustainable Design

171. Council's local policies at Clause 22.16 and Clause 22.17 call for best practice water quality performance objectives and best practice in environmentally sustainable development from the design stage through to construction and operation.

172. The proposed development incorporates a number of environmentally sustainable design initiatives, as described in the submitted Sustainability Management Plan (SMP) prepared by ADP Consulting and shown on the plans. The most notable initiative is the ~35kWp PV array external shading devices that are applied to the northern facade of the building. In addition to reducing summer heat loads and generating renewable energy, this innovative design feature will have a highly visible presence on the building, promoting the environmental features of the development.

173. Other ESD initiatives proposed include:

    (a) Shading devices to the east and west elevations

    (b) At least 20% improvement above the NCC heating and cooling energy efficient requirements

    (c) STORM report achieving best practice with a score of 102%, relying n a 20kL rainwater storage to be connected to toilet flushing and a 12sqm raingarden

(d) 137 bicycle parking spaces and end of trip facilities

(e) Electric vehicle charging points

(f) Energy efficient lighting and water efficient fixtures and taps.

174. Council's ESD advisor has reviewed the application including the SMP and has identified one deficiency with the application relating to natural ventilation. It was acknowledged that although some windows are clearly operable, no other information regarding ventilation is included. It was subsequently recommended that operable windows are provided to all office areas and mixed mode HVAC or mechanical ventilation to exceed AS1668 air flow rates by at least 50%. This will be conditioned on permit accordingly to ensure that Council's Environmental Sustainable Design Standards of Clause 22.16 are met.

175. Other items that are either missing or require clarification that will be addressed via condition are as follows:

(a) Revised Stormwater management plan with the correct site area i.e. 2,168.6sqm

(b) Size and location of the raingarden to be clearly shown on all relevant plans, including a section diagram.

(c) The number and location of the electric charging facilities to be confirmed in the SMP and clearly shown on the plans.

176. Prior to occupation of the development, Council's ESD advisor recommends the following is provided:

(a) Completed JV3 energy modelling report (or equivalent) demonstrating at least 20% improvement in the heating and cooling requirements of the NCC

(b) Type and efficiency standard of the HVAC system in the JV3 energy modelling report to be a mixed mode, energy efficient VRF HVAC system with a high COP

(c) Type and efficiency standard of the hot water system in the JV3 energy modelling report

177. The above items will be required via a permit condition.

178. Council's ESD Advisor has also suggested a number of improvement opportunities to be considered. These have been discussed with the permit applicant who has agreed to incorporate these into the project and will subsequently be conditioned accordingly. They include the following:

(a) Compost system for organic waste

(b) Larger water tank capacity to be utilised for irrigation

(c) Low-VOC paints, adhesives, sealants and carpets

(d) Low-emission formaldehyde timber products

(e) Recycled materials incorporated into concrete mixes

(f) Recycled timber or accredited as sustainable by FSC

(g) Comprehensive commissioning and tuning of all major appliances and services

(h) Engagement with independent commissioning agent

(i) Environmental Management Plan to be developed by the building contractor to monitor and control activities during construction.

179. A key strength of this proposal is its high ESD standards. This is further evident by the applicant's support for the additional suggestions put forward by Council's ESD advisor. With the additional conditions as discussed above, it is considered that the proposed development will readily achieve Council's best practice standards in environmentally sustainable design.

<u>Car and Bicycle Parking</u>

Car Parking

180. As detailed in the table in the Particular Provision section earlier in the report, the proposal provides 110 car spaces for the offices, 5 spaces for the shops and 1 space for the food and drink premises. This results in reductions under the statutory requirements of 91 spaces, 13 spaces and 3 spaces respectively.

181. The reductions in the statutory rates are considered appropriate in this instance given the following:

    (a) The site is readily accessible via public transport, including tram services along Victoria Street, Church Street and North Richmond train station.

    (b) The proposal supports cyclists through extensive bicycle parking for staff and end of trip facilities

    (c) The café is expected to primarily service the local area, who would be accessing the site by foot.

    (d) The shop tenancies would be likely to share a customer base with the Victoria Street traders, as such customers to these shops would already be visiting the area for other purposes.

    (e) Council's Engineering Services Unit were satisfied with the office parking rate provided within the development, noting that it was also more conservative than a number of other recently approved office developments in Cremorne and Collingwood. Furthermore, since the application was assessed by Council's Engineering Services Unit, the rate has increased, with the floor area reducing as a consequence of the built form changes within the amended plans.

182. To assist with the assessment of the car parking reduction, a report prepared by Traffix Group was provided containing car parking surveys of the surrounding area. The survey was conducted on Tuesday 29 May 2018 at 10am. The results found that of the 158 publicly available car parking spaces, 82% were occupied. Given the limited availability of public parking within the surrounding area, it is expected that staff and visitors to the site will be encouraged to access the site via alternative transport modes.

183. Given the scale of the proposal (more than 1,000sqm), clause 22.17-4 requires a green travel plan. As one has not been provided, it will form a condition of permit prior to the commencement of the development. Council's Sustainable Transport Officer has provided advice on the content of the GTP, which will be incorporated into the condition.

Bicycle Parking

184. The proposed development includes bicycle facilities well in excess of the minimum statutory requirements of 26 employee spaces and 8 visitor spaces, with a total of 120 bicycle spaces provided. The bicycle facilities also exceeds the BESS best practice rate of 1 space per 100sqm, which would generate 73 employee spaces.

185. In regard to the design and location of the bicycle spaces, the majority (72 spaces) are provided within a secure and convenient location on the ground floor. 50% of the spaces are also designed as horizontal at-grade spaces, also exceeding the minimum 20% requirement of AS2890.3. The design and location of the bicycle facilities will greatly support cycling as a mode of transport, providing a convenient alternative to driving.

186. The bicycle space provision has been reviewed by Council's Strategic Transport Unit who were supportive of the bicycle parking availability and design within the development. It was recommended that the overflow bicycle parking within the basement could also be provided within a secure facility. This suggestion has not been conditioned as it was considered that the un-caged bicycle spaces provides an overflow bicycle alternative for those that may not regularly cycle to work and therefore may not have access to the secure cage. The ease of access would also allow these spaces to be made available for visitors to the site. Given that the majority of the bicycle spaces are provided within a secure cage, it is considered that the current design of the overflow bicycle parking is acceptable and could fulfil a different demand.

187. While there is ample bicycle parking for the occupants of the building, the bicycle facilities are not convenient or appropriate for visitor parking. Council's Strategic Transport Unit has recommended that additional bicycle parking is provided for visitors that is appropriate for short term use. It is recommended that these spaces are horizontal at-grade facilities and eternally accessible on the ground floor. Council's Strategic Transport Unit recommends providing 11 spaces within the site's title boundaries in addition to two hoops along the streetscape. These spaces will be conditioned on permit accordingly.

Traffic Generation

188. Vehicle access into the development is provided from Thompson Street. This is considered the optimal location given that properties within this street are largely commercial and within an Industrial zone and there is already an existing access point to the subject site from Thompson Street, albeit slight further north.

189. The Traffix report anticipates an AM peak of 90% (52 trips) inbound and a PM peak of 80% outbound. Of this, it is expected that 40% of the development would access and exit the site via Nelson Street, with the remaining using Victoria Street (20% west and 40% east). The assumptions within the Traffix report were considered reasonable by Council's Engineering Services Unit. They also did not consider the volumes of traffic generated in the AM or PM peak hours were unduly high and are not expected to adversely impact upon the operation of the surrounding road networks. On this basis, it is considered from a traffic generation perspective, the scale of the proposed development is acceptable and will not adversely impact the surrounding area.

Car Park layout

190. The proposed car parking layout has been assessed by Council's Engineering Services Unit to ensure that the car parking area is functional and safe. Subject to some additional dimensions to be provided in the plans, Council's Engineering Services Unit was largely satisfied with the design of car spaces, access ways and ramp grades. The omitted details and dimensions identified by Council's Engineering Services Unit will be conditioned accordingly.

Waste Management

191. A waste storage room of 27sqm is provided within Basement Level 1, this is accessed via a corridor from the lift core. A designated waste collection area is also provided within the car park adjacent to the waste room. A Waste Management Plan (WMP) prepared by Leigh Design submitted with the application identifies that waste will be collected within the basement from the designated waste collection area three times a week by a private contractor. The WMP has been reviewed by Council's City Works Unit who have requested that this be updated to include details of E-Waste collection. A revised WMP will be required via condition accordingly.

Objectors' Concerns

192. The majority of the issues which have been raised by the objectors have been addressed within this report, as outlined below:

    (a) Excessive height and scale (paragraph 101 - 122)

    (b) Amenity impacts (overlooking, overshadowing and visual bulk) (paragraph 145-160)

    (c) Equitable Development (paragraphs 142-144)

    (d) Light spill from office lights (paragraph 161- 164)

    (e) Wind impacts (paragraph 132-133)

    (f) Insufficient car parking (paragraph 180-183)

    (g) Increased traffic (paragraph 188-189)

    (h) Incompatible uses (paragraph 91-99)

193. Outstanding concerns raised in the objections are discussed below, and relate to:

(a) Will set a precedent.

Future planning permit applications on this site or neighbouring and nearby land will be assessed against relevant planning policy and site conditions, based on their own merits and relevant planning policy at the time of assessment. The possibility of setting an undesirable precedent cannot be substantiated.

(a) Loss of views.

While the Victorian Civil and Administrative Tribunal have recognised that views can be a relevant amenity consideration, it has also held that there is no right to a view and that the weight to be given to the amenity impact of loss of views is diminished where no planning control applies encouraging retention or sharing of views. There is no specific policy, provision or local policy control regarding views within the Yarra Planning Scheme that is applicable to the subject site.

(a) Reduction in property values.

The Victorian Civil and Administrative Tribunal and its predecessors have generally found claims that a proposal will reduce property values are difficult, if not impossible, to gauge and of no assistance to the determination of a planning permit application. It is considered the impacts of a proposal are best assessed through an assessment of the amenity implications rather than any impacts upon property values. This report provides a detailed assessment of the amenity impacts of this proposal.

Conclusion

194. The proposed development, subject to conditions outlined in the recommendation section below, is considered to strike an appropriate balance between urban consolidation and delivering a high quality, site responsive design; consistent with policy objectives contained within the State and Local Planning Policy Framework. While it will be a prominent development within the landscape, it is well justified by its high quality architecture, environmentally sustainable design initiatives and minimal adverse amenity impacts to the surrounding residential area.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN18/0471 for the use and construction of a 7-storey building containing offices, shops and food and drink premises (cafe) and a reduction in car parking at 31-51 Nelson Street, Abbotsford, subject to the following conditions:

Amended Plans

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 Fieldwork Architects, numbered TP000-TP205, 300-301, 312 – 405 and 601, Rev C dated 18/12/2018 and TP206-209, 302 – 311 Rev C01 dated 4/02/2019 but modified to show:

General

(a) Retail tenancies to be re-labelled as ‘shop’
(b) Clarification of the extent of obscure glazing to the first floor west-facing office windows to restrict views into No. 32 Cooke Street within 9m, including whether windows are to be fixed or have restricted openings

ESD

(c) Photovoltaic panels (PVP01) to be clearly shown on the elevations.

(d) Size and location of the raingarden to be clearly shown on all relevant plans, including a section diagram.
(e) Number and location of electric charging facilities
(f) Operable windows provided to all areas

Car and bicycle parking
(g) Provision for a minimum of 11 horizontal floor bicycle spaces for visitors within the site boundaries at ground that are readily accessible.
(h) Shared area to be infilled with line marking pursuant to AS/NZS 2890.6:2009
(i) The following dimensions on relevant plans:
  (i) Width of the vehicle entrance
  (ii) Ramp grade lengths
  (iii) Numbering of parking spaces

Reports
(j) Any changes as required by the endorsed Landscape plan pursuant to Condition 4
(k) Any changes as required by the endorsed Wind Report pursuant to Condition 8
(l) Any changes as required by the endorsed Sustainability Management Plan pursuant to Condition 10
(m) Any changes as required by the endorsed Waste Management report pursuant to Condition 13
(n) Any changes as required by the endorsed Green Travel Plan report pursuant to Condition 15

2. The use and development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

Ongoing architect involvement
3. As part of the ongoing consultant team, Fieldwork 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.

Landscaping
4. Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Coolth Inc. and dated 13 June 2018, but modified to include (or show):
  (a) Consistency with the endorsed plans under condition 1
  (b) Paving details (e.g. materials) and a typical section through the ground floor and balcony paving
  (c) Height and width of all planters, including details of the soil media, irrigation systems, drainage outlets and the specific mineral mulch material proposed.
  (d) Details the vertical green systems and furniture systems on the terrace balconies
  (e) Relocate the title plan box so not to cover the subject site
  (f) Finished floor levels
  (g) Details of the barrier between the terrace balcony and the roof services area on Level 7
  (h) Clarify/correct reference to the Water Gum (TL) on the Level 7 roof terrace.
  (i) Additional planter boxes on the northern façade of the building from Levels 2 to 6, as per the treatment on Level 1
  (j) Intermittent vertical green systems on higher levels i.e. 3 and 5 to create a more successful green wall system.
  (k) Alternative species within the southern walkway that is more shade-tolerant.
  (l) Planting beds within the stairwells rebates along Nelson and Thompson street

(m) Include climbing plants on the pergolas at Levels 5 and 7
(n) Remove reference to the streetscape improvement works

to the satisfaction of the Responsible Authority.

5. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed landscape plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed landscape plan must be maintained by:
   (a) Implementing and complying with the provisions, recommendations and requirements of the endorsed landscape maintenance plan.
   (b) Not using the areas set aside on the endorsed landscape plan for landscaping for any other purpose.
   (c) Replacing any dead, diseased, dying or damaged plants.

   to the satisfaction of the Responsible Authority.

6. Before the development commences, an amended Landscape Maintenance Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Maintenance Plan will be endorsed and will form part of this permit. The amended Landscape Maintenance Plan must be generally in accordance with the Landscape Maintenance Plan prepared by Coolth Inc. and received 4 July 2018, but modified to include (or show):
   (a) Any changes as a result of the endorsed landscape plan pursuant to Condition 4

Streetscapes Plan

7. Before the development commences, a Streetscapes Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Streetscapes Plan will be endorsed and will form part of this permit. The Streetscapes Plan must be generally in accordance with the streetscape works shown on the Ground floor Landscape Plan prepared by Coolth Inc. and dated 13 June 2018, but modified to include (or show):

   Roadworks

   (a) Provision of two bicycle hoops along the footpath
   (b) Demonstrate net loss of car parking from existing conditions
   (c) Car parking dimensions of any new car spaces to comply with AS 2890.5-1993
   (d) Any new parking bays to be offset 10m from adjacent intersections and 1m from existing/proposed vehicle crossovers
   (e) Geometry of outstand returns at 90 degrees with tightest possible radii
   (f) Pram ramps on Nelson Street adjacent to the site and on the opposite side of the street
   (g) Pedestrian crossings in alignment with the building line and at a minimum width of 1.5m wide
   (h) Full width of Nelson Street depicted including concrete carriageway and kerb and channel
   (i) Swept path diagram to demonstrate a 12.5m Heavy Rigid Vehicle can enter/exit Thompson Street via Nelson Street.
   (j) Remove section of Cooke Street outstand south of the subject site
   (k) Remove existing bluestone pitcher crossover and resinate with standard YCC footpath, kerb and channel immediately south of the subject site on Cooke Street
   (l) Al existing roadside objectives, furniture, electrical poles and service authority assets, including underground utility services to be depicted
   (m) All footpaths along the site frontages to be reconstructed and have a cross-fall of 1 in 40
   (n) Any existing grates on drainage put to be replaced with bicycle safe grates

   Street tree planting

(o) Street tree species replaced with a larger species to achieve a minimum of 10m high and 5m spread
(p) Street trees to be within the parking bay alignment as on-grade tree pits
(q) Any underground services to be clear of tree root zones

Drainage
(r) Location of existing pits and any other drainage infrastructure
(s) Details how drainage requirements are met.
(t) Detailed contours (at 1m intervals) and existing top of kerb levels

Wind Report

8. Before the development commences, a Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Wind Assessment Report will be endorsed and will form part of this permit.

9. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Sustainable Management Plan

10. Before the development commences, an amended sustainable management plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended sustainable management plan will be endorsed and will form part of this permit. The amended sustainable management plan must be generally in accordance with the sustainable management plan prepared by ADP Consulting Engineering and dated 26 June 2018, but modified to include or show:
    (a) mixed mode HVAC or mechanical ventilation to exceed AS1668 air flow rates by at least 50%
    (b) Revised Stormwater management plan with the correct site area i.e. 2,168.6sqm
    (c) Confirmation of the number and location of the electric charging facilities
    (d) Compost system for organic waste
    (e) Larger water tank capacity to be utilised for irrigation
    (f) Low-VOC paints, adhesives, sealants and carpets
    (g) Low-emission formaldehyde timber products
    (h) Recycled materials incorporated into concrete mixes
    (i) Recycled timber or accredited as sustainable by FSC
    (j) Comprehensive commissioning and tuning of all major appliances and services
    (k) Engagement with independent commissioning agent
    (l) Environmental Management Plan to be developed by the building contractor to monitor and control activities during construction.

11. Prior to the occupation of the development approved under this planning permit, a report from the author of the sustainable management plan, approved pursuant to this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm that all measures specified in the sustainable management plan have been implemented in accordance with the approved plan including:

    (a) Completed JV3 energy modelling report (or equivalent) demonstrating at least 20% improvement in the heating and cooling requirements of the NCC

    (b) Type and efficiency standard of the HVAC system in the JV3 energy modelling report to be a mixed mode, energy efficient VRF HVAC system with a high COP

    (c) Type and efficiency standard of the hot water system in the JV3 energy modelling report

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

Waste Management Plan

13. Before the development commences, an amended waste management plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended waste management plan will be endorsed and will form part of this permit. The amended waste management plan must be generally in accordance with the waste management plan prepared by Leigh Design and dated 22 August 2018, but modified to include:
    (a) Details regarding the separation, storage and disposal of e-waste
    (b) Provision for organic waste

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

Green Travel Plan

15. Before the development commences, a green travel plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the green travel plan will be endorsed and will form part of this permit. The Green Travel Plan must include the following:
    (a) A description of the location in the context of alternative modes of transport.
    (b) Employee welcome packs (e.g. provision of Myki/transport ticketing).
    (c) Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes.
    (d) Performance targets and monitoring and reporting components.
    (e) A designated 'manager' or 'champion' responsible for coordination and implementation.
    (f) Details of bicycle parking and bicycle routes.
    (g) Details of green travel plan funding and management responsibilities.
    (h) The types of bicycle storage devices proposed to be used for employee, guest and visitor spaces (i.e. hanging or floor mounted spaces).
    (i) The types of lockers proposed within the change-room facilities, with at least 50 per cent of lockers providing hanging storage space.
    (j) Security arrangements to access the employee bicycle storage spaces.
    (k) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3.
    (l) A minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness'.
    (m) Provisions for the green travel plan to be updated not less than every five years.

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

Uses

17. Except with the prior written consent of the Responsible Authority, the uses authorised by this planning permit may only operate between the hours of 8:00am to 8:00pm, seven days a week.

18. The amenity of the area must not, to the satisfaction of the Responsible Authority, be detrimentally affected by the development and uses, including through:
    (a) The transport of materials, goods or commodities to or from land.
    (b) The appearance of any buildings, works or materials.
    (c) The emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.
    (d) The presence of vermin.

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

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

21. Delivery and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

General

22. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be:
    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity,
    to the satisfaction of the Responsible Authority.

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

24. 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.

25. 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.

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

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

28. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:
    (a) Constructed and available for use in accordance with the endorsed plans.
    (b) Formed to such levels and drained so that they can be used in accordance with the endorsed plans.
    (c) Treated with an all-weather seal or some other durable surface.
    (d) Line-marked or provided with some adequate means of showing the car parking spaces.

    to the satisfaction of the Responsible Authority.

Public Art Management Plan

29. Before the development commences, a Public Art Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Public Art Management Plan will be endorsed and will then form part of this permit. The Public Art Management Plan must include, but not be limited to:
    (a) The location of the artwork (to be consistent with the endorsed development plans);
    (b) Outline of methodology for commission;

(c) Details of the commissioned artist(s);
(d) Description of art work, including:
  (i) Materials;
  (ii) Colours;
  (iii) Dimensions;
  (iv) Conceptual and site context rationale;
  (v) Special features (for example lighting);
(e) Details of the installation process;
(f) Details of art work maintenance schedule and ongoing ownership/caretaker details; and
(g) Attribution plans (eg signage or plaque)

Ongoing Public Art Management Requirement

30. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the approved public art must be completed at no cost to Council and to the satisfaction of the Responsible Authority. Once completed, the public art must be maintained in accordance with the endorsed Public Art Management Plan to the satisfaction of the Responsible Authority.

Civil works

31. Prior to the commencement of works, or such later date as approved in writing by the Responsible Authority, detailed engineering/drainage design drawings and calculations for the streetscape scheme design as shown on the endorsed Streetscape Plan pursuant to Condition 7 must be submitted to and approved by Council's Engineering Services Unit .

32. 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.

33. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:
  (a) at the permit holder's cost; and
  (b) to the satisfaction of the Responsible Authority.

34. Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.

35. Before the building is occupied, or by such later date as approved, Streetscape Works as shown on the endorsed Streetscape Plan pursuant to Condition 7, including any civil engineering/drainage works pursuant to condition 31 must be carried out:
  (a) at the permit holder's cost; and
  (b) to the satisfaction of the Responsible Authority.

36. Before the building is occupied, or by such later date as approved, in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:
  (a) at the permit holder's cost; and
  (b) to the satisfaction of the Responsible Authority.

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

Construction Management Plan

38. 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.
    (vii) spillage from refuelling cranes and other vehicles and machinery.
(i) The construction program.
(j) Preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency.
(k) Parking facilities for construction workers.
(l) Measures to ensure that all work on the land will be carried out in accordance with the construction management plan.
(m) An outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services.
(n) An emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced.
(o) The provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.
(p) A noise and vibration management plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The noise and vibration management plan must be prepared to the satisfaction of the Responsible Authority. In preparing the noise and vibration management plan, consideration must be given to:
    (i) using lower noise work practice and equipment.
    (ii) the suitability of the land for the use of an electric crane.
    (iii) silencing all mechanical plant by the best practical means using current technology.
    (iv) fitting pneumatic tools with an effective silencer.
    (v) other relevant considerations.
(q) If any existing public lighting assets require temporary disconnection, alternative lighting must be provided to maintain adequate lighting levels. A temporary lighting scheme can only be approved by Council and relevant power authority.
(r) Existing public lighting could only be disconnected once temporary alternative lighting scheme becomes operational.
(s) A temporary lighting scheme must remain operational until a permanent lighting scheme is reinstated.
(t) Any site-specific requirements.

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

39. 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.

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

41. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
    (a) Monday to Friday (excluding public holidays) before 7:00am or after 6:00pm.
    (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9:00am or after 3:00pm.
    (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Permit Expiry

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

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

Notes:

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

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's building services on 9205 5095 for further information.

Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.

Contaminated ground water seepage into 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.

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.

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.

All future employees and occupiers working within the development approved under this permit will not be permitted to obtain employee or visitor car parking permits.

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

The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website.

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

Attachments

1 Section 57A/Decision Plans
2 Landscape Plans
3 Engineering Services Unit Referral Comments
4 City Works Branch Referral Comments
5 ESD Advisor Referral Comments
6 Strategic Transport Unit Referral Comments
7 Open Space Planning referral comments
8 Streetscapes and Natural Values Unit
9 Urban Design Unit (Internal) Referral Comments
10 Urban Design Unit (Internal) Referral Comments - Sketch Plan
11 Urban Design consultant (Hansen Urban Design Team) Referral Comments

NELSON STREET OFFICES

31-51 NELSON ST, ABBOTSFORD VIC 3067

TOWN PLANNING APPLICATION

PROJECT NO. 180001

ARCHITECTURAL DRAWINGS SCHEDULE

DRAWING NUMBER	DRAWING TITLE
TP000	COVER PAGE
TP001	DEVELOPMENT SUMMARY
TP100	EXISTING CONDITIONS PLAN
TP101	DEMOLITION PLAN
TP200	BASEMENT LEVEL 02 PLAN
TP201	BASEMENT LEVEL 01 PLAN
TP202	GROUND LEVEL PLAN
TP203	LEVEL 01 PLAN
TP204	LEVEL 02 PLAN
TP205	LEVEL 03 PLAN
TP206	LEVEL 04 PLAN
TP207	LEVEL 05 PLAN
TP208	LEVEL 06 PLAN
TP209	ROOF PLAN
TP300	NORTH ELEVATION
TP301	SOUTH ELEVATION
TP302	EAST ELEVATION
TP303	WEST ELEVATION
TP304	STREETSCAPE ELEVATIONS
TP305	STREETSCAPE ELEVATIONS
TP310	SECTION A
TP311	SECTION B
TP312	SECTION C
TP313	SECTION DETAIL
TP400	SIGHT LINE DIAGRAM - No. 32 COOKE STREET LOOKING EAST
TP401	SIGHT LINE DIAGRAM - No. 30 COOKE STREET LOOKING EAST
TP402	SIGHT LINE DIAGRAM - No. 28 COOKE STREET LOOKING EAST
TP403	SIGHT LINE DIAGRAM - No. 30 & 32 COOKE STREET LOOKING NORTH
TP404	SIGHT LINE DIAGRAM - No. 26 & 28 COOKE STREET LOOKING NORTH
TP405	SIGHT LINE DIAGRAM - No. 32 COOKE ST LOOKING NORTH-EAST C
TP501	SHADOWS 9AM
TP502	SHADOWS 10AM
TP503	SHADOWS 10.30AM
TP504	SHADOWS 11AM
TP505	SHADOWS 12PM
TP506	SHADOWS 1PM
TP507	SHADOWS 2PM
TP508	SHADOWS 3PM
TP601	MATERIALS
TP602	PHYSICAL MATERIAL SAMPLE BOARD



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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
COVER PAGE

Date
18/12/2018

Status
TOWN PLANNING APPLICATION

Scale
@ A1

Drawing Number
TP000

Revision
C

DEVELOPMENT SUMMARY

SITE AREA SUMMARY	
SITE BOUNDARY INFORMATION	2,168.6
	2,168.6 m²

ON SITE CAR PARKING SUMMARY	
BASEMENT 02	80
BASEMENT 01	36
	116

STREET CARPARKING SCHEDULE	
GROUND FLOOR	12
	12

BICYCLE PARKING SUMMARY	
BASEMENT 01	48
GROUND FLOOR	89
	137

MOTORBIKE PARKING SUMMARY	
BASEMENT 02	11
BASEMENT 01	1
	12

TOTAL GFA SUMMARY EXCL. TERRACES		
CAR STACKER PITS	1,035.1	
BASEMENT 02	2,103.1	
BASEMENT 01	2,102.5	
GROUND FLOOR	1,949.2	
LEVEL 01	1,809.8	C
LEVEL 02	1,774.1	
LEVEL 03	1,547.9	
LEVEL 04	1,425.9	
LEVEL 05	1,081.1	C01
LEVEL 06	489.3	
ROOF	90.0	
	15,408.0 m²	

COMMERICAL TENANCY NLA SUMMARY | BY USE		
CAFE	121.0	C01
OFFICE	6,725.6	
RETAIL	539.0	C
	7,385.6 m²	C01

TOTAL TERRACE & GARDEN AREA SUMMARY		
GROUND FLOOR	---	
GROUND FLOOR	163.0	C
LEVEL 01	114.7	
LEVEL 02	78.8	
LEVEL 03	225.4	
LEVEL 04	122.1	
LEVEL 05	346.8	C01
LEVEL 06	71.4	
ROOF	286.8	
	1,409.0 m²	

TOTAL NSA SUMMARY			
GROUND FLOOR	G01	447.5	
GROUND FLOOR	G02	133.0	
GROUND FLOOR	G03	121.0	
GROUND FLOOR	G04	91.5	
GROUND FLOOR	G05	341.7	
LEVEL 01	101	332.9	
LEVEL 01	102	200.6	
LEVEL 01	103	216.4	
LEVEL 01	104	125.9	
LEVEL 01	105	129.7	
LEVEL 01	106	249.6	C
LEVEL 01	107	282.9	
LEVEL 02	201	187.8	
LEVEL 02	202	326.7	
LEVEL 02	203	223.7	
LEVEL 02	204	137.4	
LEVEL 02	205	129.7	
LEVEL 02	206	213.6	C
LEVEL 02	207	283.4	
LEVEL 03	301	213.1	
LEVEL 03	302	156.1	
LEVEL 03	303	156.1	
LEVEL 03	304	137.4	
LEVEL 03	305	129.7	
LEVEL 03	306	135.7	C
LEVEL 03	307	348.0	
LEVEL 04	401	213.1	
LEVEL 04	402	156.1	
LEVEL 04	403	156.1	
LEVEL 04	404	137.4	
LEVEL 04	405	129.7	
LEVEL 04	406	123.8	C
LEVEL 04	407	237.9	C01
LEVEL 05	501	269.2	
LEVEL 05	502	239.8	C01
LEVEL 06	601	271.4	
		7,385.6 m²	C01

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
DEVELOPMENT SUMMARY

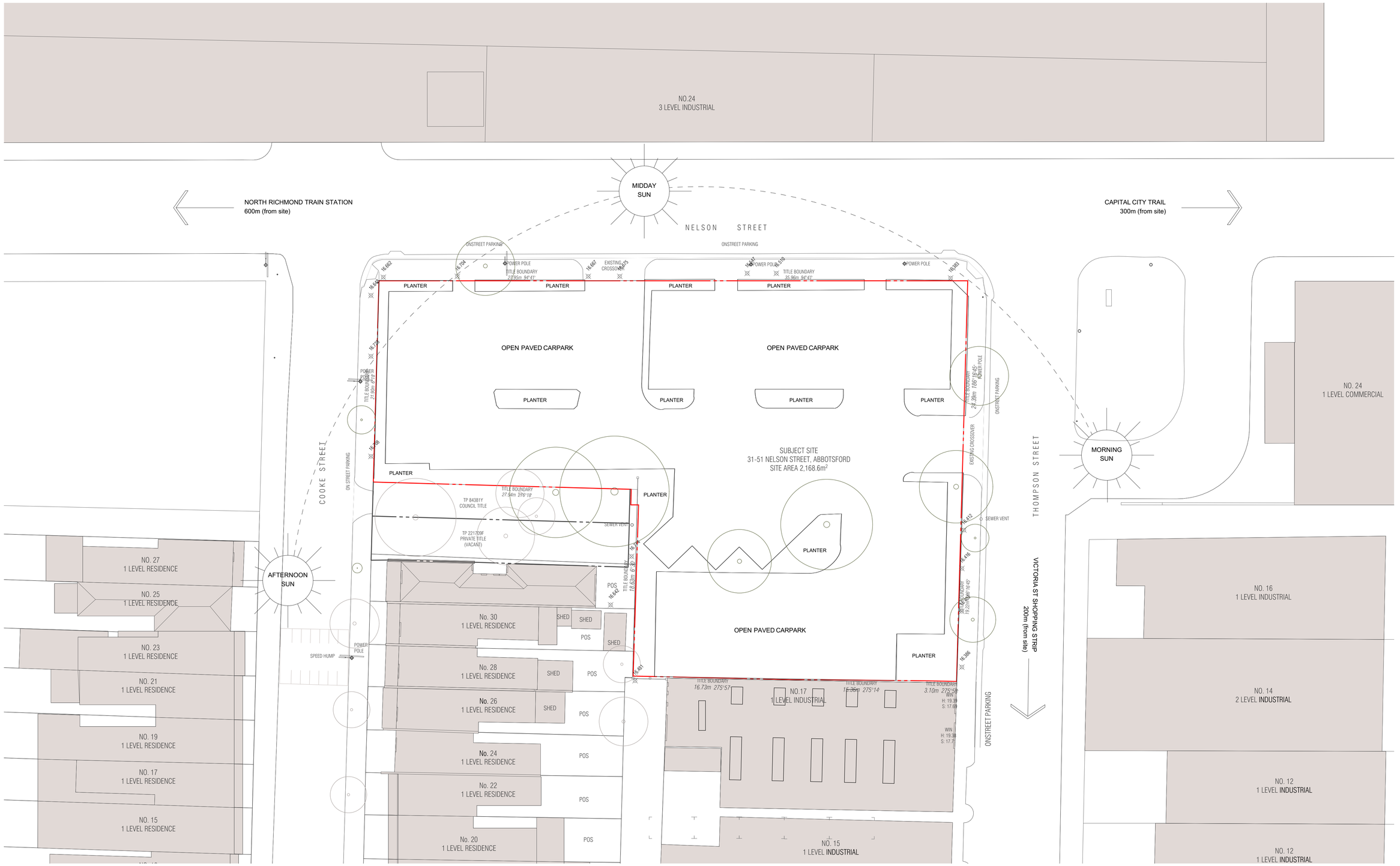
Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
@ A1

Drawing Number
TP001

Revision
C01



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Site Address
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Drawing Name
EXISTING CONDITIONS PLAN

Date
18/12/2018

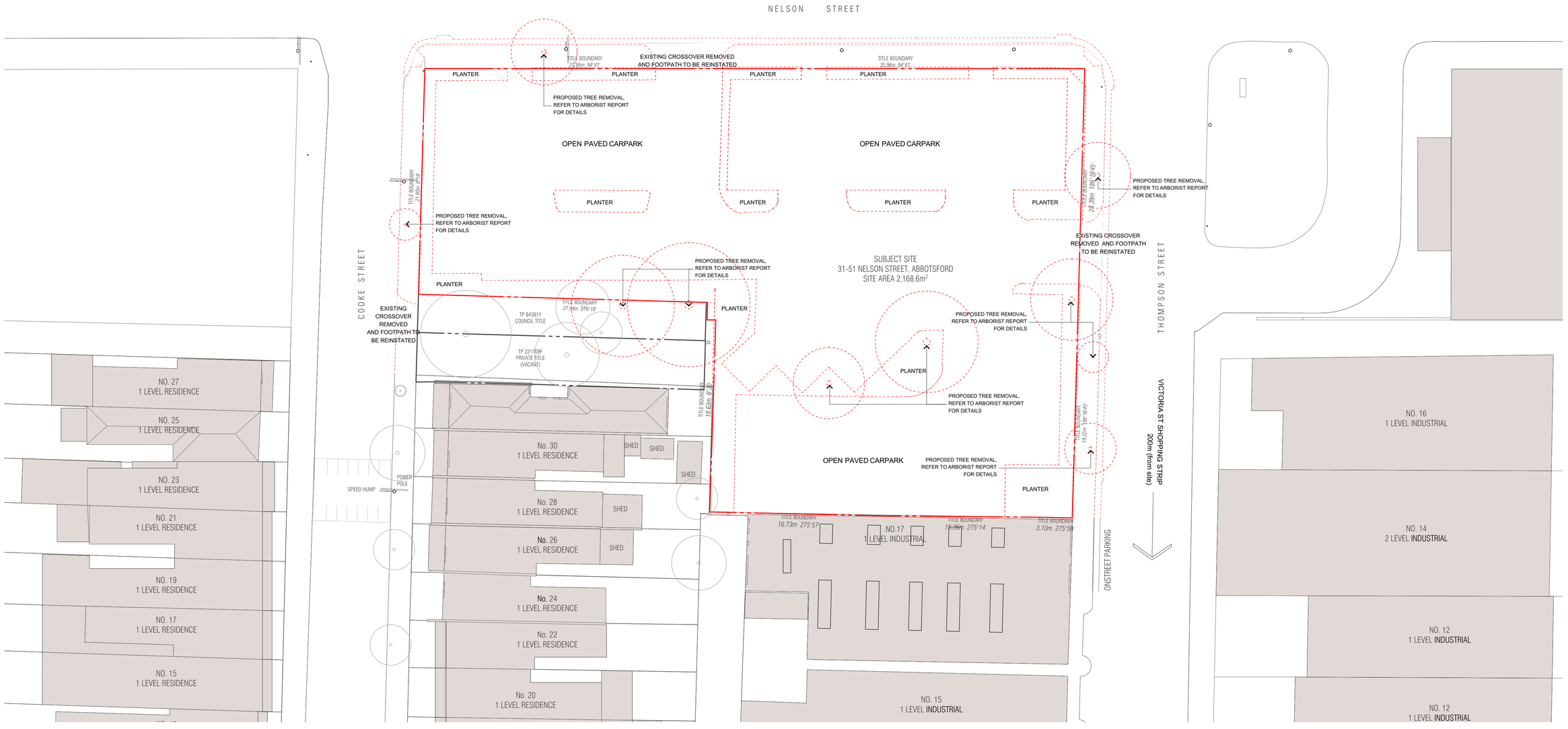
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TP100

Revision
C





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Project Name
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Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
DEMOLITION PLAN

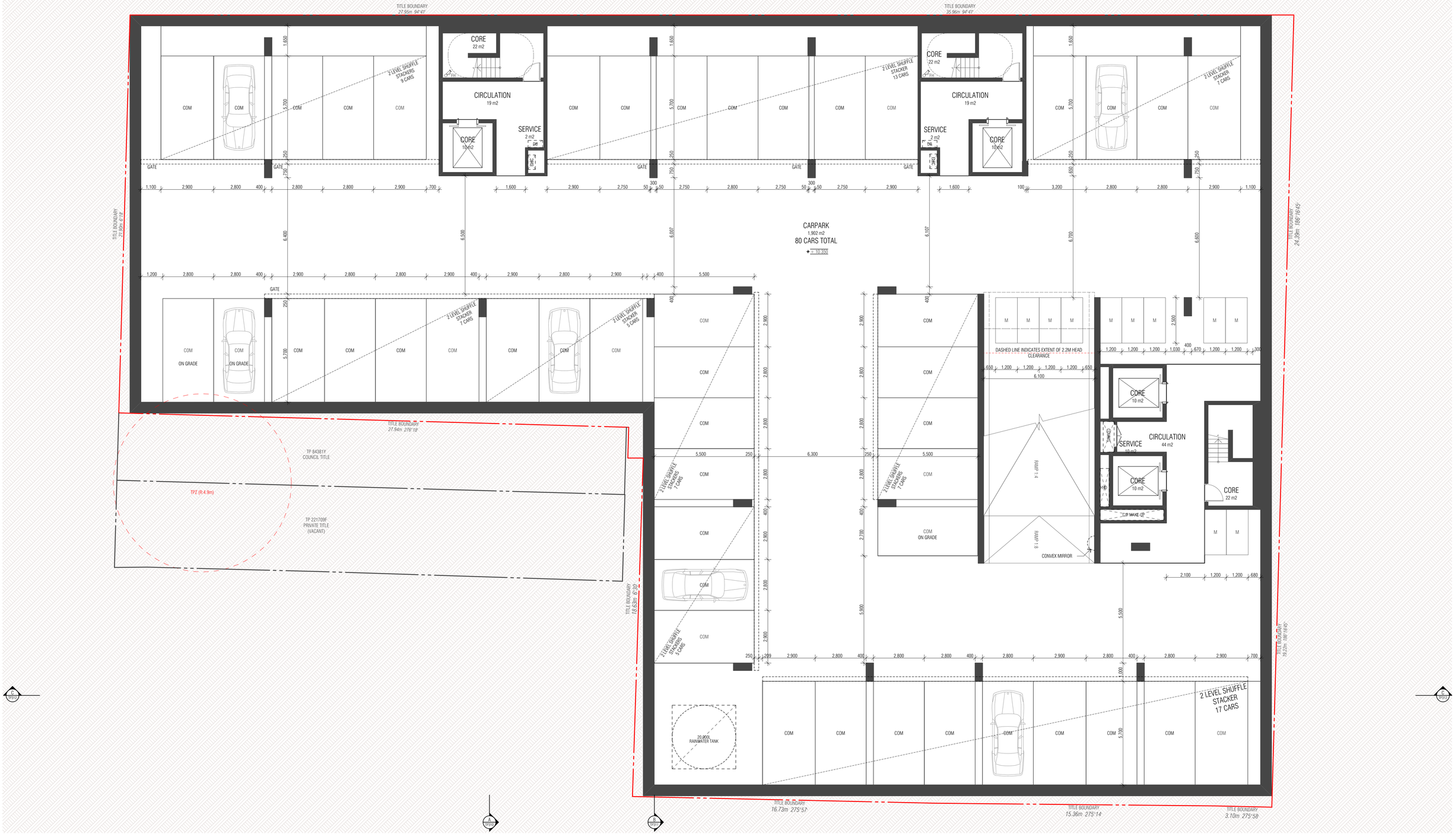
Date
18/12/2018

Status
TOWN PLANNING APPLICATION

Scale
1:200 @ A1

Drawing Number
TP101

Revision
C


TITLE BOUNDARY
27.95m 94°41'
TITLE BOUNDARY
35.96m 94°41'
TITLE BOUNDARY
21.99m 6°19'
TITLE BOUNDARY
24.39m 106°16'45"
CORE
22 m2
CIRCULATION
19 m2
SERVICE
2 m2
CORE
10 m2
2 LEVEL SHUFFLE STACKERS 9 CARS
2 LEVEL SHUFFLE STACKER 13 CARS
2 LEVEL SHUFFLE STACKER 7 CARS
CARPARK
1,902 m2
80 CARS TOTAL
+ 10.350
COM
GATE
1,650
5,700
250
750
6,400
6,500
6,107
6,700
6,660
650
1,100
2,900
2,800
400
700
1,600
300
50
2,750
3,200
100
1,200
5,500
ON GRADE
2 LEVEL SHUFFLE STACKER 5 CARS
TITLE BOUNDARY
27.94m 276°18'
TP 84381Y
COUNCIL TITLE
TPZ (R.4.9m)
TP 221709F
PRIVATE TITLE
(VACANT)
TITLE BOUNDARY
18.63m 6°39'
20,900L
RAINWATER TANK
TITLE BOUNDARY
16.73m 275°57'
TITLE BOUNDARY
15.36m 275°14'
TITLE BOUNDARY
3.10m 275°58'
TITLE BOUNDARY
19.22m 106°16'45"
DASHED LINE INDICATES EXTENT OF 2.2M HEAD CLEARANCE
M
1,200
1,030
670
650
6,100
RAMP 1:4
RAMP 1:8
CONVEX MIRROR
CORE
10 m2
SERVICE
10 m2
CIRCULATION
44 m2
CORE
22 m2
CR MAKE-UP
2,100
680
2,800
2,900
2,800
2,700
2,800
2,800
2,900
2,800
2,900
2,800
2,900



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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018

FIELDWORK

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ABN 27 162 632 939 ACN 162 632 939
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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
BASEMENT LEVEL 01 PLAN

Date
18/12/2018

Status
TOWN PLANNING APPLICATION

Scale
1:100 @ A1

Drawing Number
TP201

Revision
C

NELSON STREET

PROPOSED STREET TREE

PROPOSED FOOTPATH WIDENING SHOWN WITH GREY HATCH

VIS 5,500

2,100

POWER POLE

LINE OF CANOPY OVER

DASHED LINE INDICATES EXTENT OF CANOPY OVER

TITLE BOUNDARY 27.95m 94°41'

TITLE BOUNDARY 35.96m 94°41'

16.682 16.704 16.687 16.675 16.648 16.728 16.768 16.543 16.510 16.383 16.680

CORE 17 m2

SERVICE 13 m2

LOBBY 36 m2 ± 16.600

OFFICE 133 m2 ± 16.600

LOBBY 40 m2 ± 16.600

CORE 17 m2

GAS METER 5 m2 3.0 x 1.0

CAFE 121 m2

CORE 10 m2

REFRIGERANT

COMMS

ELEC

SERVICE 13 m2

CORE 10 m2

CIRCULATION 45 m2

RETAIL 448 m2

ACC WC & SHOWER 10 m2

TP RR TP405

END OF TRIP FACILITIES FEMALE 57 m2

END OF TRIP FACILITIES MALE 58 m2

12 no. WALL HOOKS

9 no. WALL HOOKS

5 no. HOOPS

4 no. HOOPS

6 no. WALL HOOKS

BIKE STORAGE (89 BIKES) 149 m2

4 no. HOOPS

3 no. WALL HOOKS

G04 RETAIL 91 m2

CORE 10 m2

SERVICE 6 m2

CORE 17 m2

LOBBY 69 m2 ± 16.600

BIKE REPAIR STANDS

2 no. HOOPS

3 no. HOOPS

21 no. WALL HOOKS

3 no. WALL HOOKS

CORE 10 m2

STORE 3 m2

SERVICE 14 m2

TP MAKE-UP

FIP

HYD

GAS METER

SPRINKLER

16.412

16.416

16.386

16.380

3,935

2,200

1,665

6,185

3,390

1,730

1,350

1,200

1,500

1,800

2,020

5,000

1,200

2,000

4,000

126 m2

2,000

RAMP 1:4

RAMP 1:5

RAMP 1:10

AUTOMATIC ROLLER DOOR

BASEMENT ENTRY

WATER METER

DASHED LINE INDICATES EXTENT OF CANOPY OVER

TITLE BOUNDARY 24.39m 166°16'45"

RED. LINE FOR SIGHT 2m x 2.5m

COOKE STREET

THOMPSON STREET

SEWER VENT

POWER POLE

SPEED HUMP

GARDEN 141 m2

TITLE BOUNDARY 27.94m 276°18'

TP 84381Y COUNCIL TITLE

TPZ (R.4.9m)

TP 221709F PRIVATE TITLE (VACANT)

EXISTING TIMBER PALING FENCE

TOP OF TIMBER PALING FENCE RL:18.62

TOP OF LATTICE RL: 19.21

2,355

3,133

2,365

0.000

16.774

16.601

16.600

16.642

2,957

WIN H: 19.58 S: 18.10

WIN H: 19.64 S: 17.80

WIN H: 19.43 S: 18.15

WIN 2no. H: 19.43 S: 18.15

WIN H: 19.38 S: 18.19

WIN H: 19.51

No. 32 1 LEVEL RESIDENCE

No. 30 1 LEVEL RESIDENCE

No. 28 1 LEVEL RESIDENCE

SHED

POS

TITLE BOUNDARY 16.73m 275°57'

TITLE BOUNDARY 15.36m 275°14'

TITLE BOUNDARY 3.10m 275°58'

TITLE BOUNDARY 27.94m 276°18'

TOP OF TIMBER PALING FENCE RL:19.08

ABOVE GROUND PLANTER BEDS

PROPOSED PEDESTRIAN LANEWAY LINK

OFFICE 342 m2

MAIN SWITCH ROOM 28 m2

SUBSTATION 44 m2

VOID

NO.17 1 LEVEL INDUSTRIAL

WIN 2no. H: 19.55 S: 18.06

WIN H: 19.55 S: 18.06

A TP317

B TP317

THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, SCHEDULES AND DRAWINGS. DIMENSIONS ARE IN MILLIMETRES AND LEVELS ARE IN METRES. DO NOT SCALE OFF DRAWINGS. USE FIGURED DIMENSIONS ONLY. CHECK AND VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORK. CONTRACTOR TO NOTIFY ARCHITECT OF ANY DISCREPANCY IN DOCUMENTATION AND WAIT FOR INSTRUCTION PRIOR TO CONTINUING WITH WORK. BUILDING CONTRACTOR TO COORDINATE ALL SERVICES IN ACCORDANCE WITH SERVICES DOCUMENTATION AND CHECK PENETRATION POSITIONS PRIOR TO COMMENCEMENT OF WORK. ALL SHOP DRAWINGS ARE TO BE SUBMITTED TO THE ARCHITECT FOR APPROVAL AND MANUFACTURE SHALL NOT COMMENCE PRIOR TO THE RETURN OF THE DRAWINGS SIGNED BY THE ARCHITECT AND RELEVANT CONSULTANT. BUILDING TO BE SETOUT BY LICENSED LAND SURVEYOR WITH TITLE REESTABLISHMENT TO CARRIED OUT AT THE TIME OF SETOUT.

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018

FIELDWORK

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ABN 27 162 632 939 ACN 162 632 939
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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
GROUND LEVEL PLAN

Date
18/12/2018

Status
TOWN PLANNING APPLICATION

Scale
1:100 @ A1

Drawing Number
TP202

Revision
C

NELSON STREET

COOKE STREET

THOMPSON STREET

TITLE BOUNDARY 27.94m 94°41'

TITLE BOUNDARY 35.96m 94°41'

TITLE BOUNDARY 24.30m 180°18'45"

TITLE BOUNDARY 19.22m 180°18'45"

TITLE BOUNDARY 27.94m 276°18'

TITLE BOUNDARY 16.73m 275°57'

TITLE BOUNDARY 15.36m 275°14'

TITLE BOUNDARY 3.10m 275°58'

TITLE BOUNDARY 16.40m 6.20°

TP 84381Y
COUNCIL TITLE

TP 221709F
PRIVATE TITLE
(VACANT)

OFFICE
333 m2

OFFICE
201 m2

OFFICE
216 m2

OFFICE
126 m2

105
OFFICE
130 m2

106
OFFICE
250 m2

107
OFFICE
283 m2

CORE
16 m2

CIRCULATION
25 m2

CORE
12 m2

ACC WC
8 m2

SERVICE
11 m2

F WC
4 m2

M WC
7 m2

SERVICE
12 m2

F WC
5 m2

M WC
8 m2

SERVICE
5 m2

F WC
5 m2

M WC
4 m2

CORE
10 m2

CIRCULATION
31 m2

ACC WC
8 m2

SERVICES

SERVICE
13 m2

CORE
16 m2

TERRACE
115 m2

1,600

2,100

2,000

1,665

2,355

3,133

2,365

16,550

4,910

8,703

6,610

10,534

20.600

RL 5302
OBSCURE GLAZING TO NOMINATED WINDOWS TO PREVENT OVERLOOKING OF No. 32 COOKE STREET P.O.S

OVERLOOKING FROM TERRACE & OFFICE INTERIOR PREVENTED BY FIXED PERFORATED METAL SCREEN ALONG WESTERN AND SOUTHERN EDGE OF TERRACE

FIXED PERFORATED METAL SCREEN MOUNTED TO TOP OF ENTIRE LENGTH OF TERRACE BALUSTRADE TO PREVENT OVERLOOKING FROM TERRACE INTO NEIGHBOURING P.O.S

FIXED PERFORATED METAL SCREEN MOUNTED TO TOP OF ENTIRE LENGTH OF TERRACE BALUSTRADE TO PREVENT OVERLOOKING FROM TERRACE INTO NEIGHBOURING P.O.S

FIXED PERFORATED METAL SCREEN MOUNTED TO TOP OF ENTIRE LENGTH OF TERRACE BALUSTRADE TO PREVENT OVERLOOKING FROM TERRACE INTO NEIGHBOURING P.O.S

9m OVERLOOKING ARC FROM OFFICE 101

9m OVERLOOKING ARC FROM OFFICE 102

TP RE: TP402

C TP314

A TP312

B TP311

C TP312

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018

FIELDWORK

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ABN 27 162 632 939 ACN 162 632 939
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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
LEVEL 01 PLAN

Date
18/12/2018

Status
TOWN PLANNING APPLICATION

Scale
1:100 @ A1

Drawing Number
TP203

Revision
C

NELSON STREET

COOKE STREET

THOMPSON STREET

TITLE BOUNDARY 27.94m 94°41'

TITLE BOUNDARY 35.96m 94°41'

TITLE BOUNDARY 24.38m 180°18'45"

TITLE BOUNDARY 27.94m 276°18'

TITLE BOUNDARY 19.22m 180°18'45"

TITLE BOUNDARY 16.73m 275°57'

TITLE BOUNDARY 15.36m 275°14'

TITLE BOUNDARY 3.10m 275°58'

TITLE BOUNDARY 16.40m 90°02'

TP 84381Y
COUNCIL TITLE

TP 221709F
PRIVATE TITLE
(VACANT)

OFFICE
188 m2

CORE
16 m2

CIRCULATION
25 m2

CORE
12 m2

ACC WC
8 m2

SERVICE
11 m2

F WC
4 m2

M WC
7 m2

OFFICE
327 m2

TERRACE
43 m2

5,550

4,110

7,670

OFFICE
224 m2

24,600

CORE
16 m2

CIRCULATION
25 m2

CORE
12 m2

SERVICE
12 m2

ACC WC
8 m2

F WC
5 m2

M WC
8 m2

OFFICE
137 m2

205
OFFICE
130 m2

SERVICE
5 m2

F WC
5 m2

M WC
4 m2

CORE
10 m2

CIRCULATION
31 m2

ACC WC
8 m2

CORE
10 m2

CORE
16 m2

SERVICE
13 m2

206
OFFICE
214 m2

207
OFFICE
283 m2

TERRACE
35 m2

4,960

5m OVERLOOKING ARC FROM TERRACE

2,355

3,133

10,956

2,365

8,700

10,482

1,600

2,100

1,665

2,000

REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
LEVEL 02 PLAN

Date
18/12/2018

Status
TOWN PLANNING APPLICATION

Scale
1:100 @ A1

Drawing Number
TP204

Revision
C

NELSON STREET

COOKE STREET

THOMPSON STREET

TITLE BOUNDARY 27.94m 94°41'

TITLE BOUNDARY 35.96m 94°41'

TITLE BOUNDARY 21.99m 6°19'

TITLE BOUNDARY 24.39m 186°16'45"

OFFICE 213 m2

CORE 16 m2

CIRCULATION 25 m2

CORE 12 m2

ACC WC 8 m2

SERVICE 11 m2

F WC 4 m2

M WC 7 m2

OFFICE 156 m2

OFFICE 156 m2

CORE 16 m2

CIRCULATION 25 m2

CORE 12 m2

SERVICE 12 m2

ACC WC 8 m2

F WC 5 m2

M WC 8 m2

OFFICE 137 m2

305 OFFICE 130 m2

SERVICE 5 m2

F WC 5 m2

M WC 4 m2

CORE 10 m2

CIRCULATION 31 m2

ACC WC 8 m2

CORE 10 m2

CORE 16 m2

SERVICE 13 m2

306 OFFICE 136 m2

307 OFFICE 348 m2

TERRACE 225 m2

4.950

11,463

10,655

3,410

33.000

7,539

2,500

10,986

8,315

14,353

5,760

10,400

2,100

1,600

2,000

1,665

TITLE BOUNDARY 27.94m 276°18'

TP 84381Y COUNCIL TITLE

TP 221709F PRIVATE TITLE (VACANT)

TITLE BOUNDARY 16.73m 275°57

TITLE BOUNDARY 15.36m 275°14

TITLE BOUNDARY 3.10m 275°58

TITLE BOUNDARY 19.22m 186°18'45"

9m RIVER GUM/ ARE PRUNI TERRACE

C TP314

C TP312

A TP310

B TP311

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018

FIELDWORK

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
LEVEL 03 PLAN

Date
18/12/2018

Status
TOWN PLANNING APPLICATION

Scale
1:100 @ A1

Drawing Number
TP205

Revision
C

NELSON STREET

COOKE STREET

THOMPSON STREET

TITLE BOUNDARY 27.94m 94°41'

TITLE BOUNDARY 35.96m 94°41'

TITLE BOUNDARY 21.99m 90°0'

TITLE BOUNDARY 24.39m 166°16'45"

TITLE BOUNDARY 27.94m 276°18'

TITLE BOUNDARY 16.40m 90°0'

TITLE BOUNDARY 19.22m 188°18'45"

TITLE BOUNDARY 16.73m 275°57'

TITLE BOUNDARY 15.36m 275°14'

TITLE BOUNDARY 3.10m 275°58'

TP 84381Y
COUNCIL TITLE

TP 221709F
PRIVATE TITLE
(VACANT)

OFFICE
213 m2

CORE
16 m2

CIRCULATION
25 m2

CORE
12 m2

ACC WC
8 m2

SERVICE
11 m2

F WC
4 m2

M WC
7 m2

OFFICE
156 m2

OFFICE
156 m2

+ 32.600

CORE
16 m2

CIRCULATION
25 m2

CORE
12 m2

SERVICE
12 m2

ACC WC
8 m2

F WC
5 m2

M WC
8 m2

OFFICE
137 m2

OFFICE
130 m2

SERVICE
5 m2

F WC
5 m2

M WC
4 m2

CORE
10 m2

CIRCULATION
31 m2

ACC WC
8 m2

CORE
10 m2

CORE
16 m2

SERVICE
13 m2

OFFICE
124 m2

OFFICE
238 m2

TERRACE
35 m2

TERRACE
87 m2

11,451

10,855

10,865

14,300

10,210

14,586

10,416

17,242

2,520

5,850

8,655

9,850

3,435

2,000

1,665

1,600

2,100

C
TP312

A
TP310

B
TP311

THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, SCHEDULES AND DRAWINGS. DIMENSIONS ARE IN MILLIMETRES AND LEVELS ARE IN METRES. DO NOT SCALE OFF DRAWINGS. USE FIGURED DIMENSIONS ONLY. CHECK AND VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORK. CONTRACTOR TO NOTIFY ARCHITECT OF ANY DISCREPANCY IN DOCUMENTATION AND WAIT FOR INSTRUCTION PRIOR TO CONTINUING WITH WORK. BUILDING CONTRACTOR TO COORDINATE ALL SERVICES IN ACCORDANCE WITH SERVICES DOCUMENTATION AND CHECK PENETRATION POSITIONS PRIOR TO COMMENCEMENT OF WORK. ALL SHOP DRAWINGS ARE TO BE SUBMITTED TO THE ARCHITECT FOR APPROVAL AND MANUFACTURE SHALL NOT COMMENCE PRIOR TO THE RETURN OF THE DRAWINGS SIGNED BY THE ARCHITECT AND RELEVANT CONSULTANT. BUILDING TO BE SETOUT BY LICENSED LAND SURVEYOR WITH TITLE RESTABLISHMENT TO CARRIED OUT AT THE TIME OF SETOUT.

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

FIELDWORK

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ABN 27 162 632 939 ACN 162 632 939
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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
LEVEL 04 PLAN

Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
1:100 @ A1

Drawing Number
TP206

Revision
C01

NELSON STREET

COOKE STREET

THOMPSON STREET

TITLE BOUNDARY 27.95m 94°41'

TITLE BOUNDARY 35.96m 94°41'

TITLE BOUNDARY 24.39m 166°16'45"

TITLE BOUNDARY 21.98m 6°19'

CORE 16 m2

HOT WATER PLANT

HOT WATER PLANT

HOT WATER PLANT

ROOFTOP SERVICES 415 m2

+ 36.600

CORE 16 m2

LIFT OVERRUN 10 m2

HYD

SWITCHBOARD

TERRACE 225 m2

15,270

9,170

2,100

CORE 12 m2

1,600

REFRIGERATION

CONDENSING PLANT AREA

13,400

4,220

F.EX

D.W

HYDRANT

F.EX

+ 35.600

OFFICE 269 m2

C

TP RE-ISSUE

10,855

6,920

5,610

TERRACE 75 m2

6,880

SERVICE 5 m2

F WC 4 m2

M WC 4 m2

F.EX

REFRIGERANT

CORE 10 m2

COMMS

2,000

PH

CIRCULATION 31 m2

1,665

TP 84381Y COUNCIL TITLE

TITLE BOUNDARY 27.94m 276°18'

14,265

17,870

ACC WC 8 m2

ELEC

HYD

SWITCHBOARD

CORE 10 m2

CORE 16 m2

SERVICES

D.P.T/MAKE-UP

SERVICE 13 m2

610

TP 221709F PRIVATE TITLE (VACANT)

TITLE BOUNDARY 15.60m 6°20'

14,570

17,120

OFFICE 240 m2

TP RE-ISSUE TP400

TP RE-ISSUE TP401

TP RE-ISSUE TP402

17,310

21,310

TERRACE 47 m2

3,633

C TP312

A TP310

B TP311

TITLE BOUNDARY 16.73m 275°57'

TITLE BOUNDARY 15.36m 275°14'

TITLE BOUNDARY 3.10m 275°58'

TITLE BOUNDARY 19.22m 166°19'45"

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
LEVEL 05 PLAN

Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
1:100 @ A1

Drawing Number
TP207

Revision
C01

NELSON STREET

COOKE STREET

THOMPSON STREET

TITLE BOUNDARY
27.95m 94°41'

TITLE BOUNDARY
35.96m 94°41'

TITLE BOUNDARY
21.90m 6°19'

TITLE BOUNDARY
24.39m 186°16'45"

TITLE BOUNDARY
27.94m 276°18'

TP 84381Y
COUNCIL TITLE

TP 221709F
PRIVATE TITLE
(VACANT)

TITLE BOUNDARY
17.62m 6°20'

CORE
18 m2

+ 40.600

601
OFFICE
271 m2

SERVICE
5 m2

1 EXC
1 m2

F WC
4 m2

M WC
4 m2

REFRIGERANT

COMMS

CORE
10 m2

2,000

PH

CIRCULATION
29 m2

ELEC

ACC WC
8 m2

DN

HYD

CORE
10 m2

CORE
16 m2

SERVICE
7 m2

SERVICE
ACCESS

16,815

20,952

TERRACE
71 m2

3,060

PLANT AREA
110 m2

ROOF

3,633

TITLE BOUNDARY
19.22m 189°19'45"

TITLE BOUNDARY
16.73m 275°57'

TITLE BOUNDARY
15.36m 275°14'

TITLE BOUNDARY
3.10m 275°58'

A TP11

B TP11

C TP12

C TP12

C TP12

NELSON STREET

COOKE STREET

THOMPSON STREET

TITLE BOUNDARY
27.95m 94°41'

TITLE BOUNDARY
35.96m 94°41'

TITLE BOUNDARY
21.98m 6°19'

TITLE BOUNDARY
24.39m 166°16'45"

TITLE BOUNDARY
27.94m 276°18'

TP 84381Y
COUNCIL TITLE

TP 221709F
PRIVATE TITLE
(VACANT)

TITLE BOUNDARY
16.73m 275°57'

TITLE BOUNDARY
15.36m 275°14'

TITLE BOUNDARY
3.10m 275°58'

TITLE BOUNDARY
19.22m 166°19'45"

20.815

16.318

CORE
13 m2

ROOF TERRACE
287 m2
+ 44.600

11.128

18.3

REFRIGERANT

CORE
10 m2

2.050

SERVICES
41 m2

EHC

CORE
10 m2

CHWST

CHWRT

HYD

CORE
16 m2

TANK

C

C
TP210

C
TP210

A
TP210

B
TP211

TP RE
TP400

TP RE
TP400

TP RE
TP400

TP RE
TP400

TP RE
TP400

TP RE
TP400

TP RE
TP400

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
ROOF PLAN

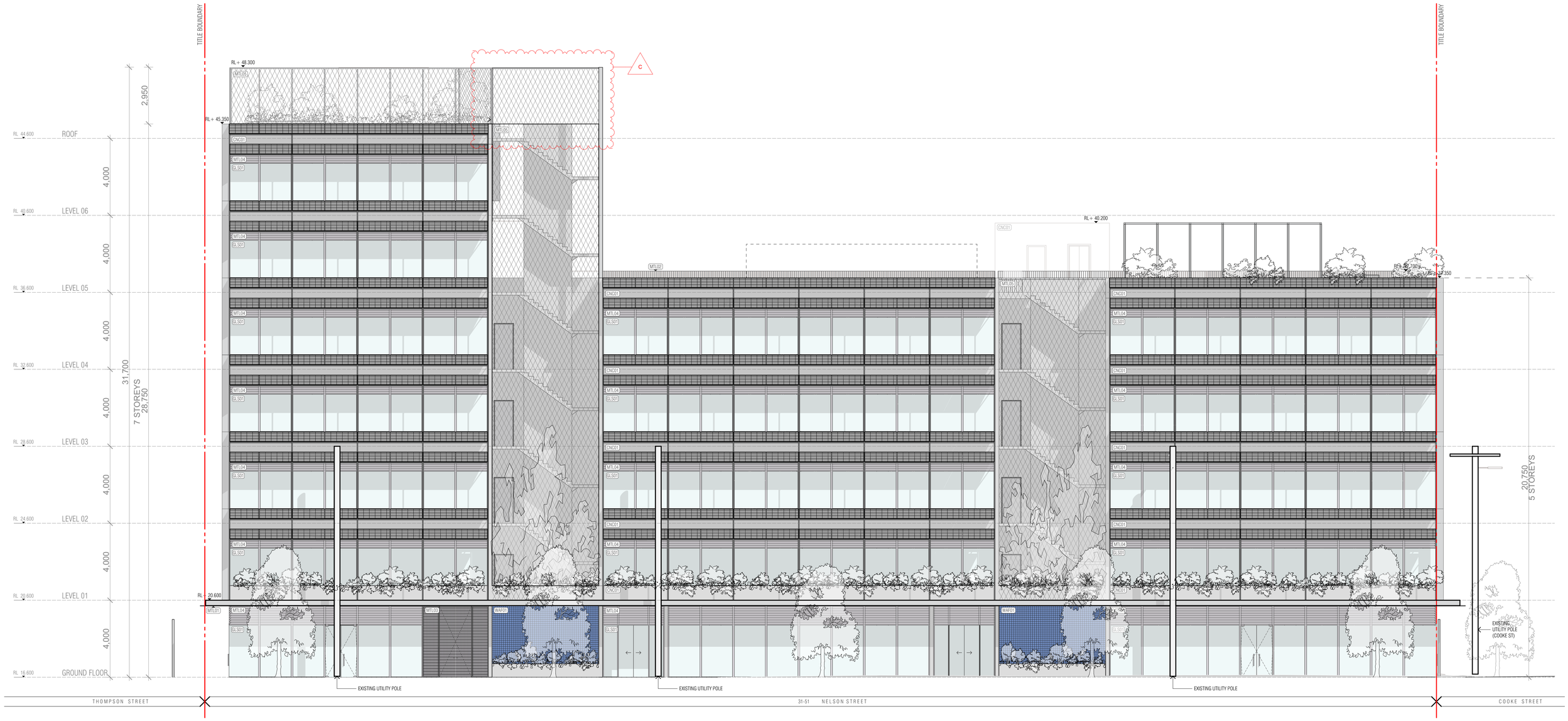
Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
1:100 @ A1

Drawing Number
TP209

Revision
C01



FINISHES TYPE

CNC01	CONCRETE	MTL03	METAL MESH 01
GLS01	CLEAR GLAZING (FIXED)	MTL04	ALUMINIUM LOUVERS
GLS02	OBSCURE GLAZING (FIXED)	MTL05	METAL MESH 02
WAF01	TILE FINISH	MTL06	PERFORATED METAL SCREEN
MTL01	GALVANISED METAL	PVP01	PHOTOVOLTAIC PANEL
MTL02	VERTICAL METAL BALUSTRADE		

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REV	NOTE	DATE
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B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018

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ABN 27 162 632 939 ACN 162 632 939
T +61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
NORTH ELEVATION

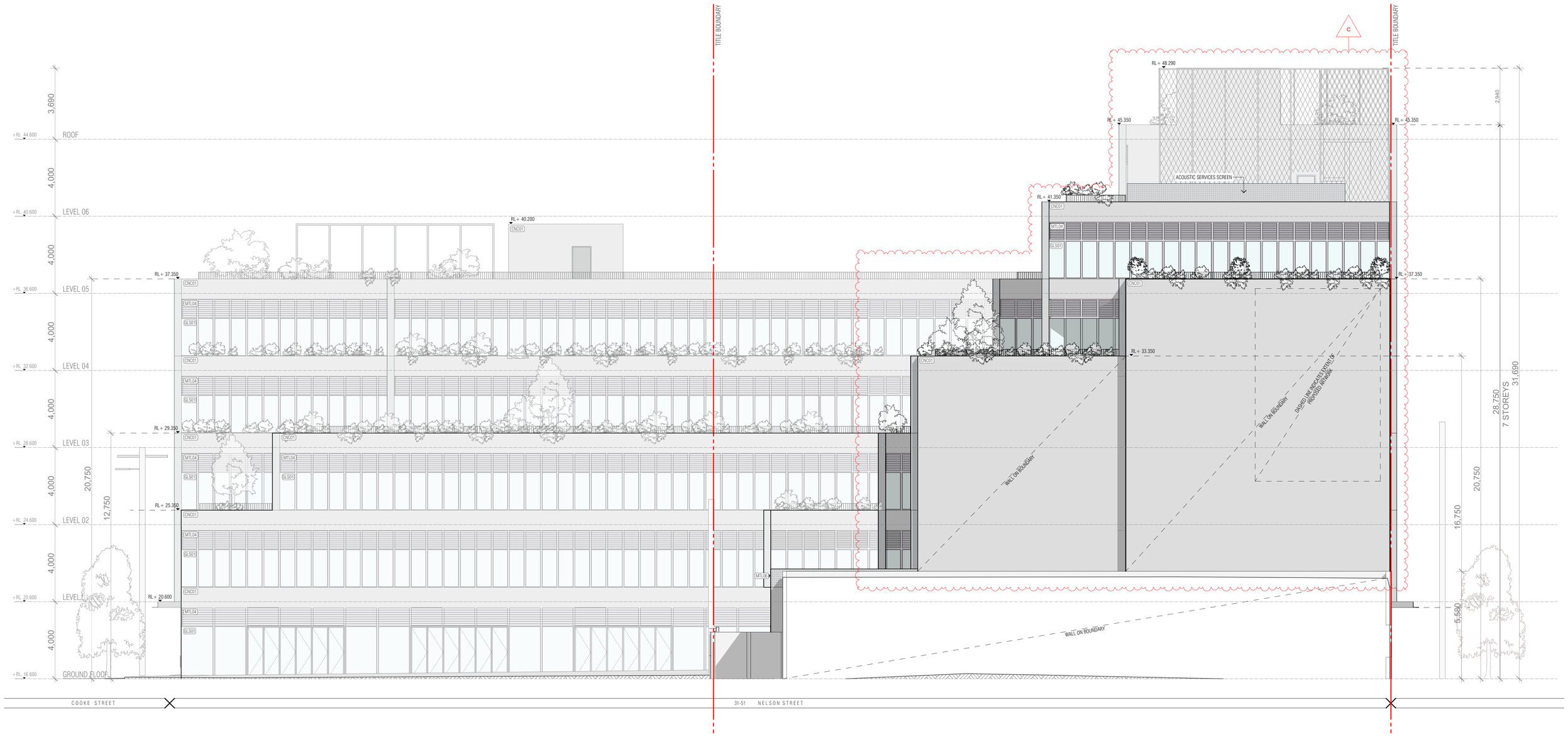
Date
18/12/2018

Status
TOWN PLANNING APPLICATION

Scale
1:100 @ A1

Drawing Number
TP300

Revision
C



FINISHES TYPE

CNC01	CONCRETE	MTL03	METAL MESH 01
GLS01	CLEAR GLAZING (FIXED)	MTL04	ALUMINIUM LOUVERS
GLS02	OBSCURE GLAZING (FIXED)	MTL05	METAL MESH 02
WAF01	TILE FINISH	MTL06	PERFORATED METAL SCREEN
MTL01	GALVANISED METAL	PVP01	PHOTOVOLTAIC PANEL
MTL02	VERTICAL METAL BALUSTRADE		

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SOUTH ELEVATION

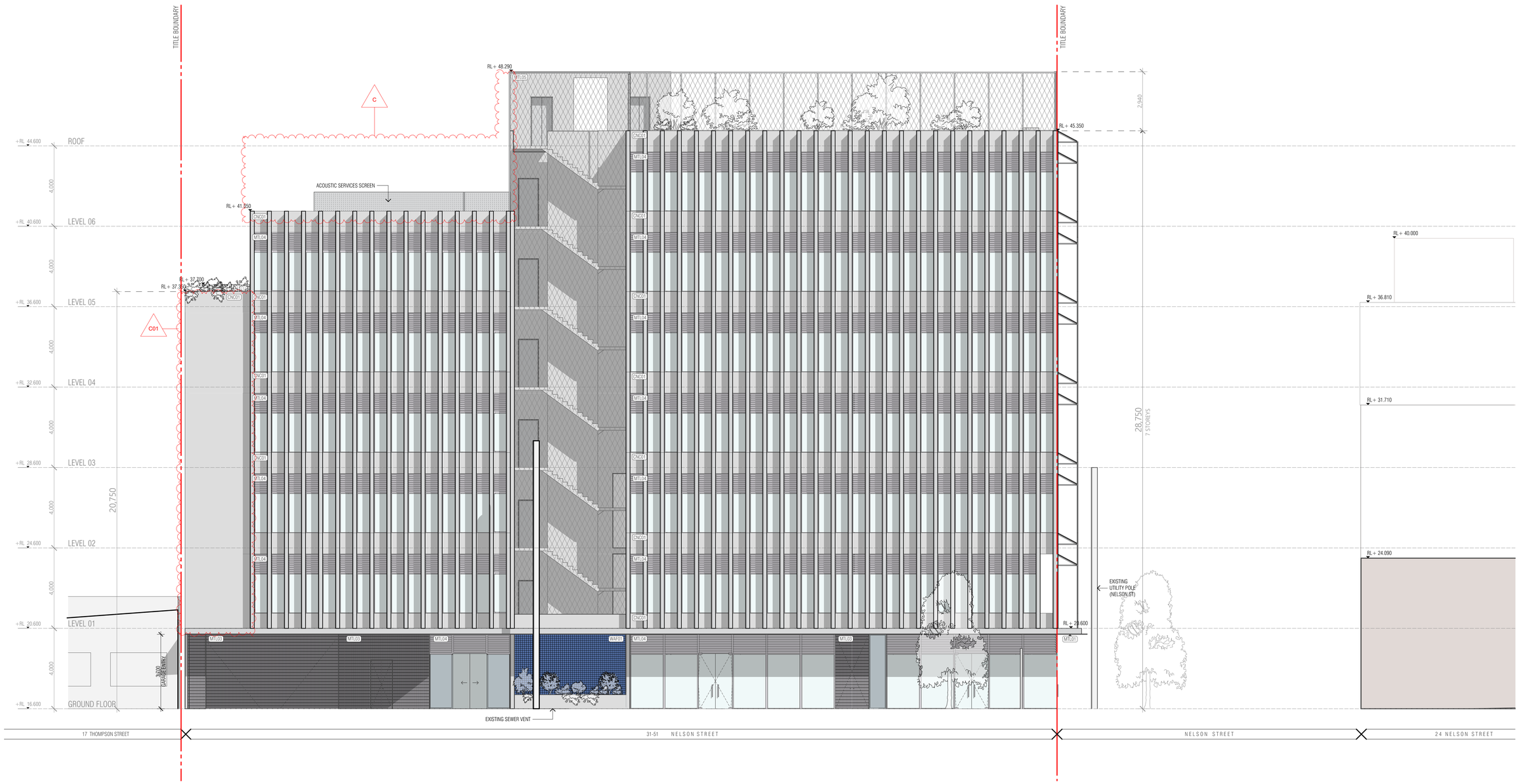
Date
18/12/2018

Status
TOWN PLANNING APPLICATION

Scale
1:100 @ A1

Drawing Number
TP301

Revision
C



FINISHES TYPE

CNC01	CONCRETE	MTL03	METAL MESH 01
GLS01	CLEAR GLAZING (FIXED)	MTL04	ALUMINIUM LOUVERS
GLS02	OBSCURE GLAZING (FIXED)	MTL05	METAL MESH 02
WAF01	TILE FINISH	MTL06	PERFORATED METAL SCREEN
MTL01	GALVANISED METAL	PVP01	PHOTOVOLTAIC PANEL
MTL02	VERTICAL METAL BALUSTRADE		

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
EAST ELEVATION

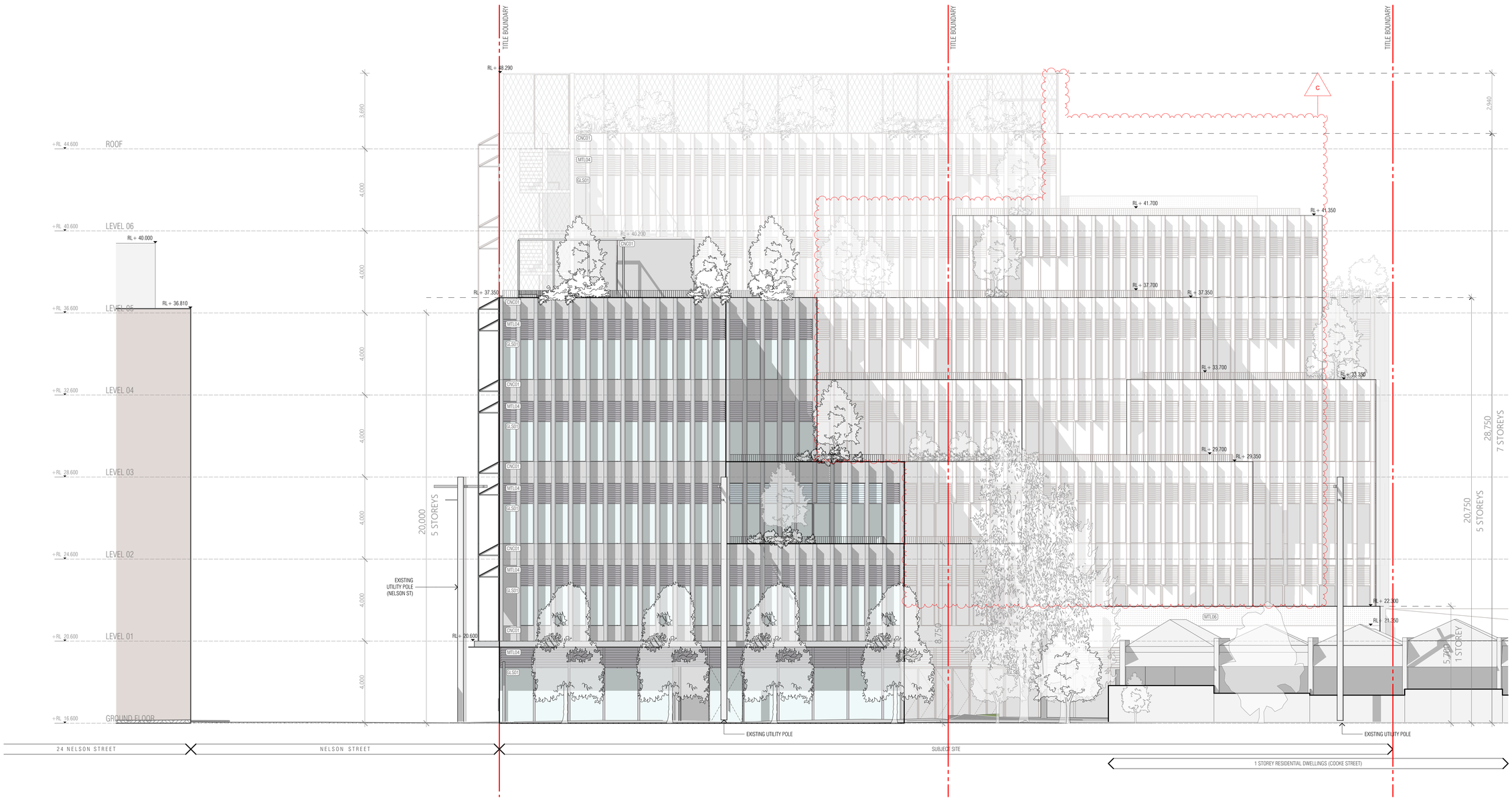
Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
1:100 @ A1

Drawing Number
TP302

Revision
C01



FINISHES TYPE

CNC01	CONCRETE	MTL03	METAL MESH 01
GLS01	CLEAR GLAZING (FIXED)	MTL04	ALUMINIUM LOUVERS
GLS02	OBSCURE GLAZING (FIXED)	MTL05	METAL MESH 02
WAF01	TILE FINISH	MTL06	PERFORATED METAL SCREEN
MTL01	GALVANISED METAL	PVP01	PHOTOVOLTAIC PANEL
MTL02	VERTICAL METAL BALUSTRADE		

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
WEST ELEVATION

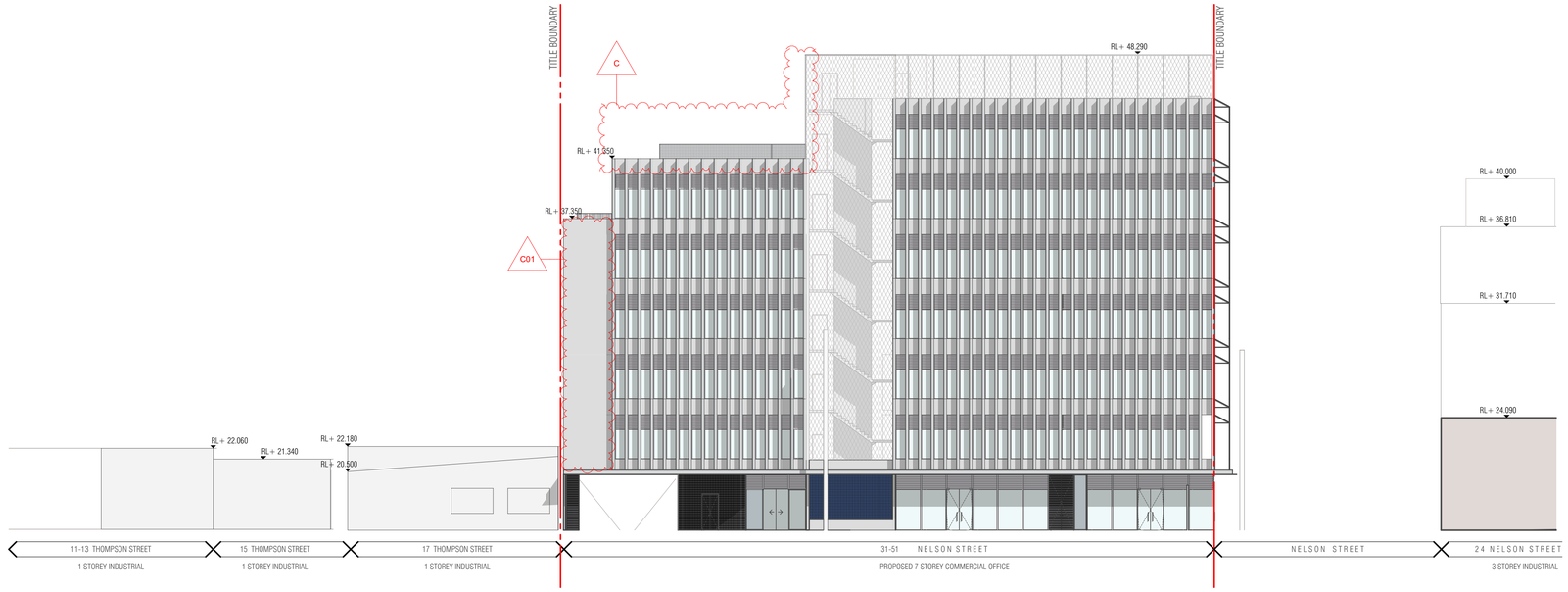
Date
4/02/2019

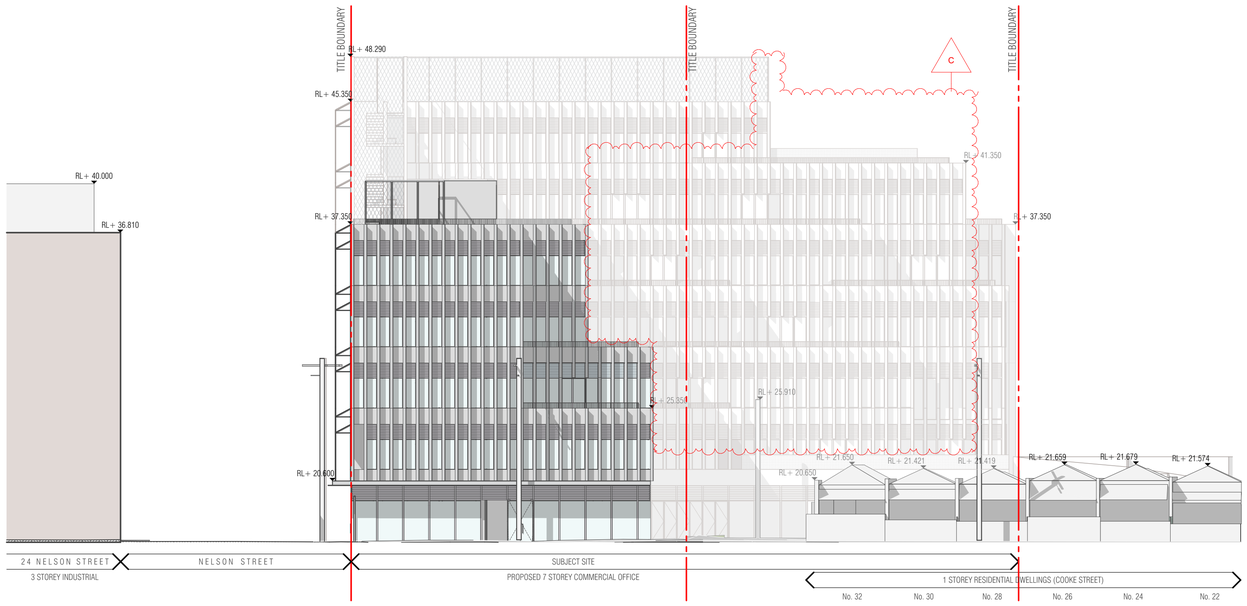
Status
TOWN PLANNING APPLICATION

Scale
1:100 @ A1

Drawing Number
TP303

Revision
C01





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REV	NOTE	DATE
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
STREETSCAPE ELEVATIONS

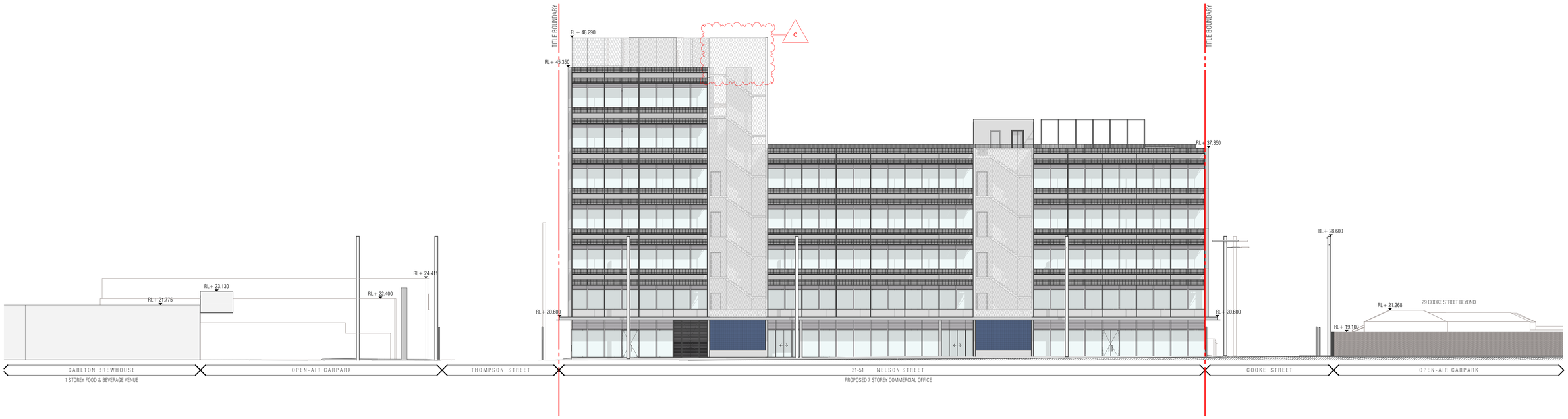
Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
1:200 @ A1

Drawing Number
TP304

Revision
C01



01 - STREETSCAPE ELEVATION - NORTH
SCALE 1:200@A1

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REV	NOTE	DATE
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
STREETSCAPE ELEVATIONS

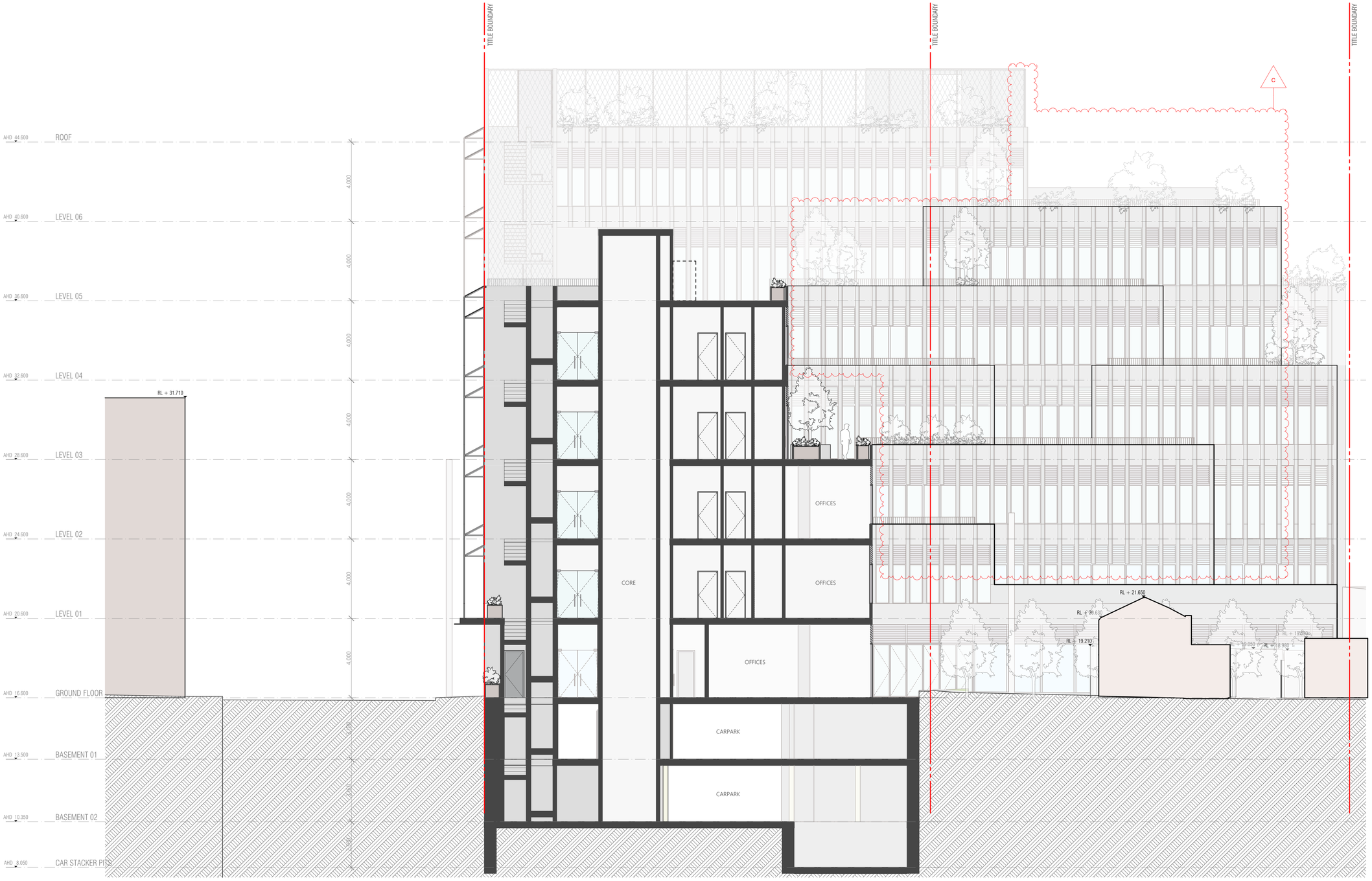
Date
18/12/2018

Status
TOWN PLANNING APPLICATION

Scale
1:200 @ A1

Drawing Number
TP305

Revision
C



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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SECTION A

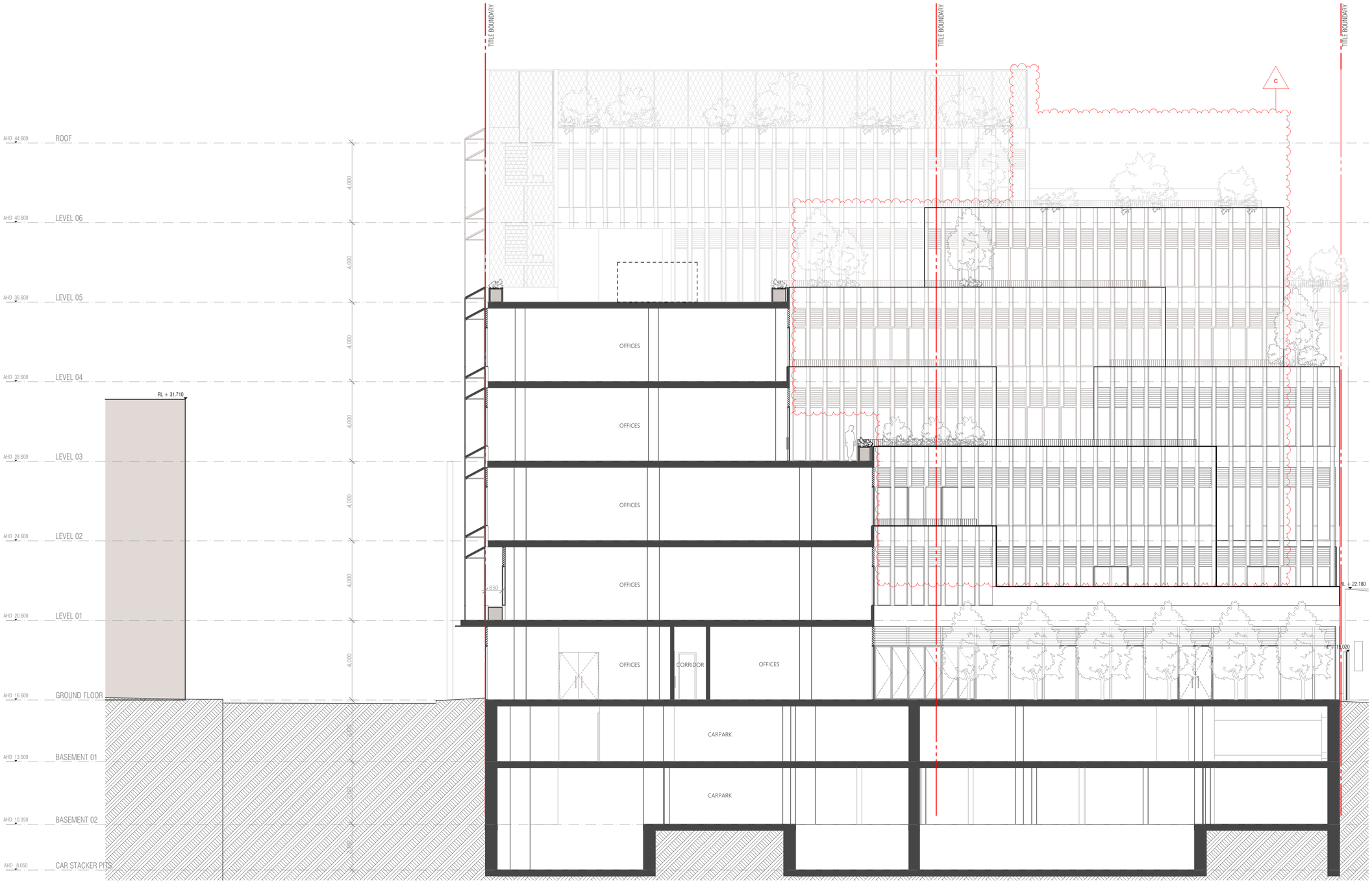
Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
1:100 @ A1

Drawing Number
TP310

Revision
C01



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C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SECTION B

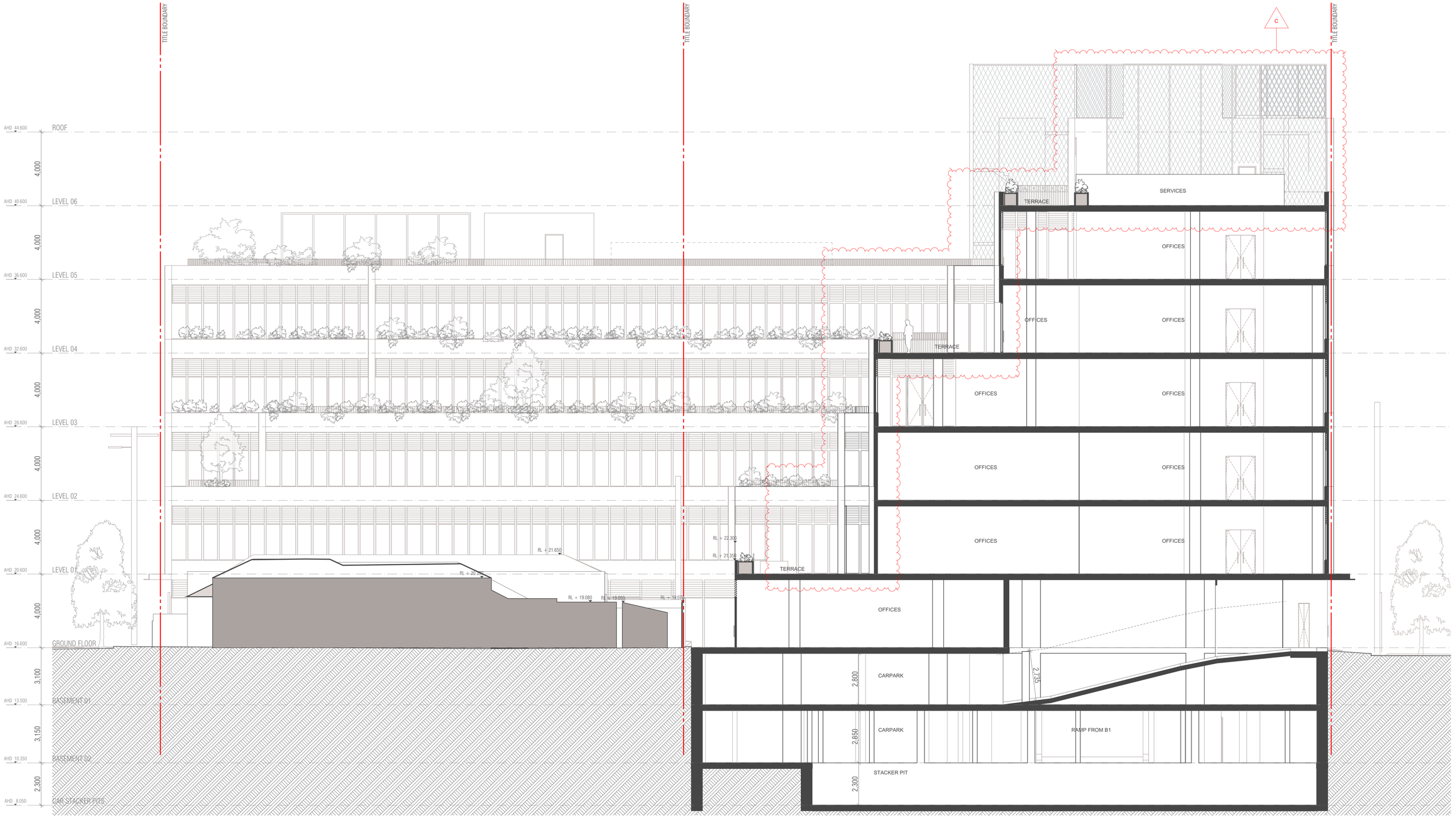
Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
1:100 @ A1

Drawing Number
TP311

Revision
C01



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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SECTION C

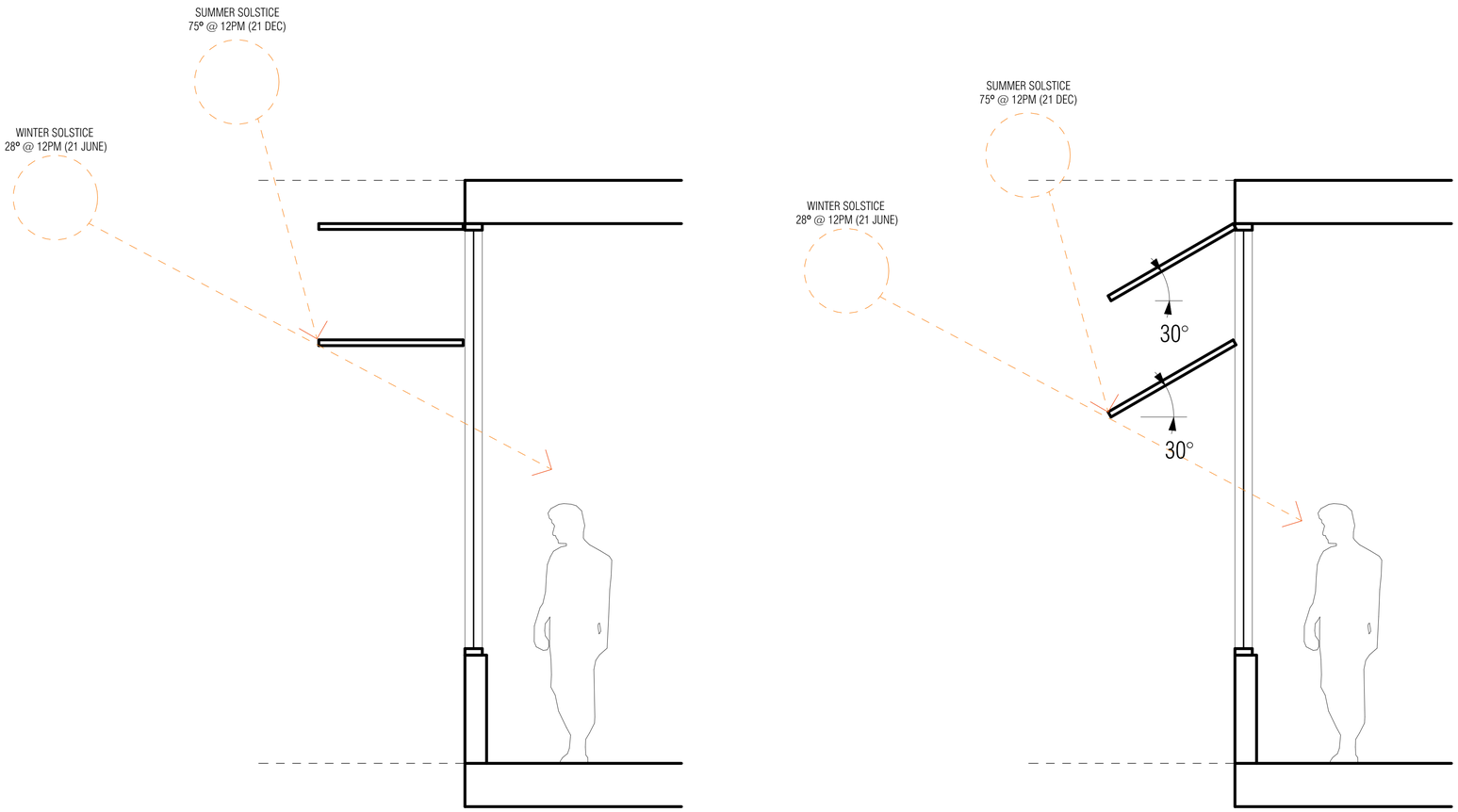
Date
18/12/2018

Status
TOWN PLANNING APPLICATION

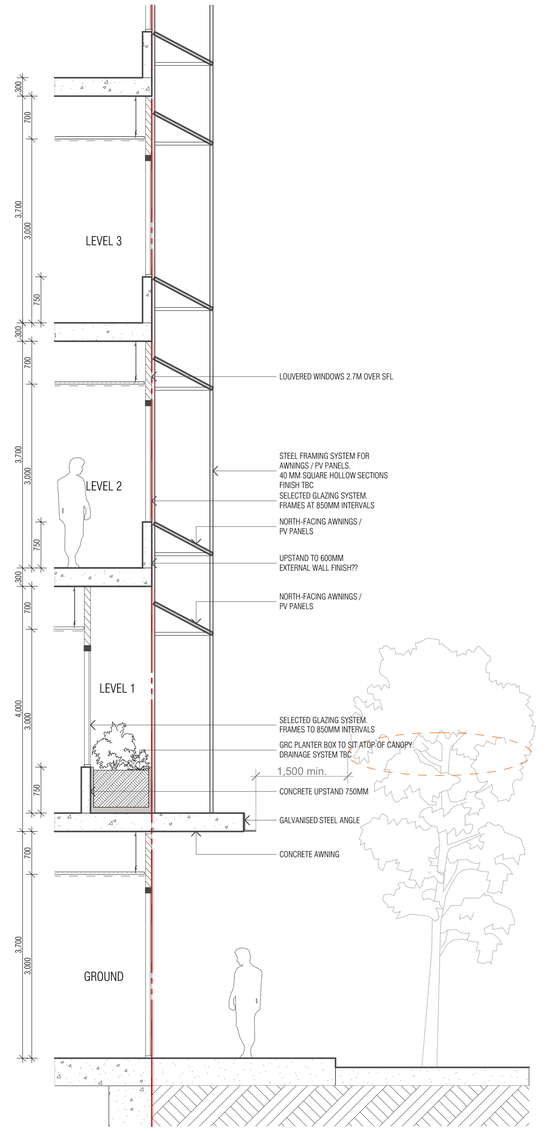
Scale
1:100 @ A1

Drawing Number
TP312

Revision
C



L01 – FACADE DESIGN APPROACH SECTION
SCALE 1:20@A1



DS01 – NORTH FACADE SECTION DETAILS
SCALE 1:50@A1

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
C	POST CONSULTATION PLANS	18/12/2018

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SECTION DETAIL

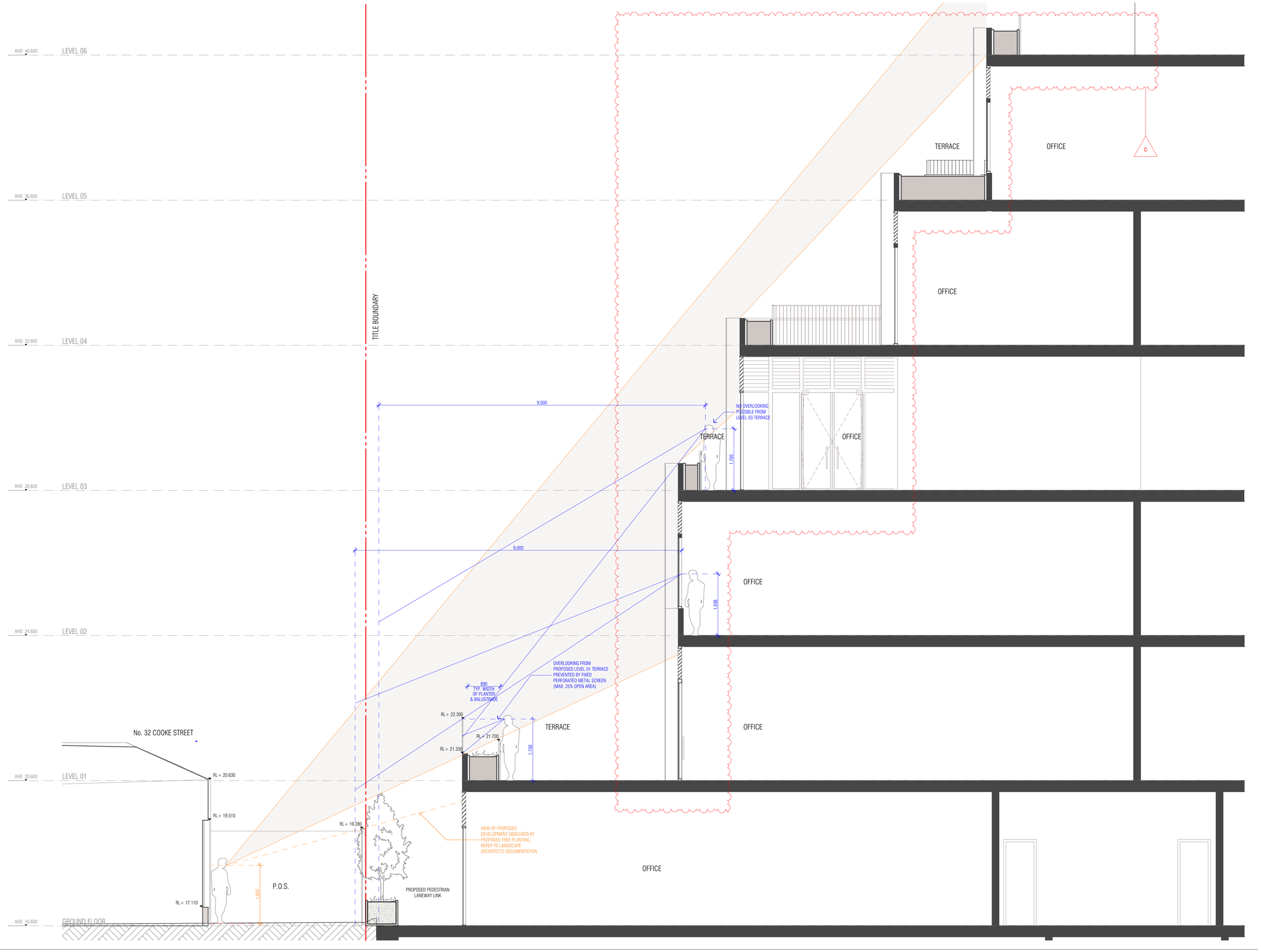
Date
18/12/2018

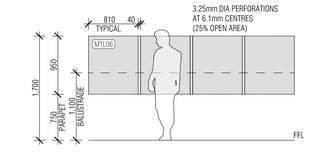
Status
TOWN PLANNING APPLICATION

Scale
1:50, 1:20 @ A1

Drawing Number
TP313

Revision
C





PERFORATED METAL SCREEN DETAIL

SCALE 1:50@A1

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REV	NOTE	DATE
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SIGHT LINE DIAGRAM - No. 32 COOKE STREET LOOKING EAST

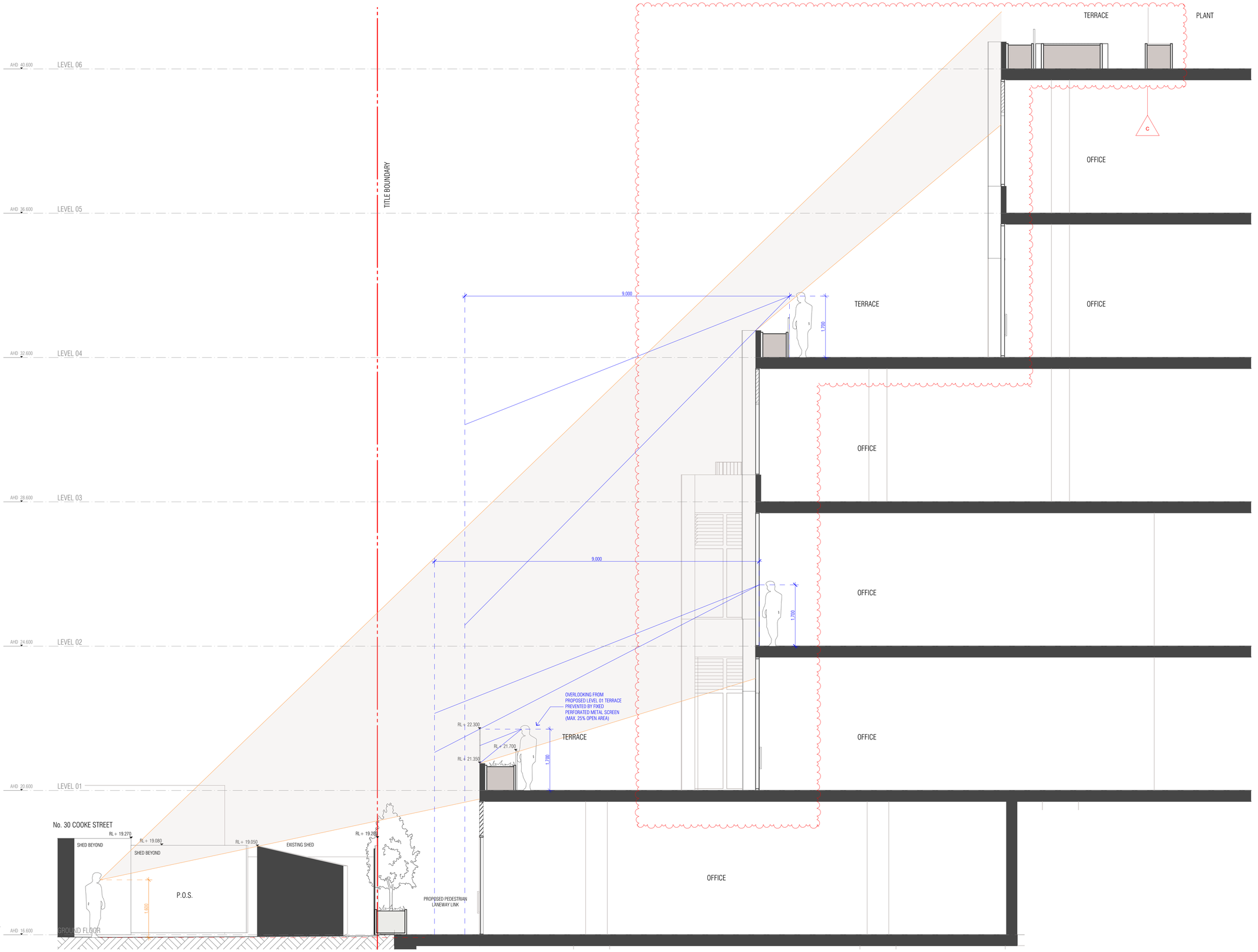
Date
18/12/2018

Status
TOWN PLANNING APPLICATION

Scale
1:50 @ A1

Drawing Number
TP400

Revision
C



PERFORATED METAL SCREEN DETAIL
SCALE 1:50@A1

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B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SIGHT LINE DIAGRAM - No. 30 COOKE STREET LOOKING EAST

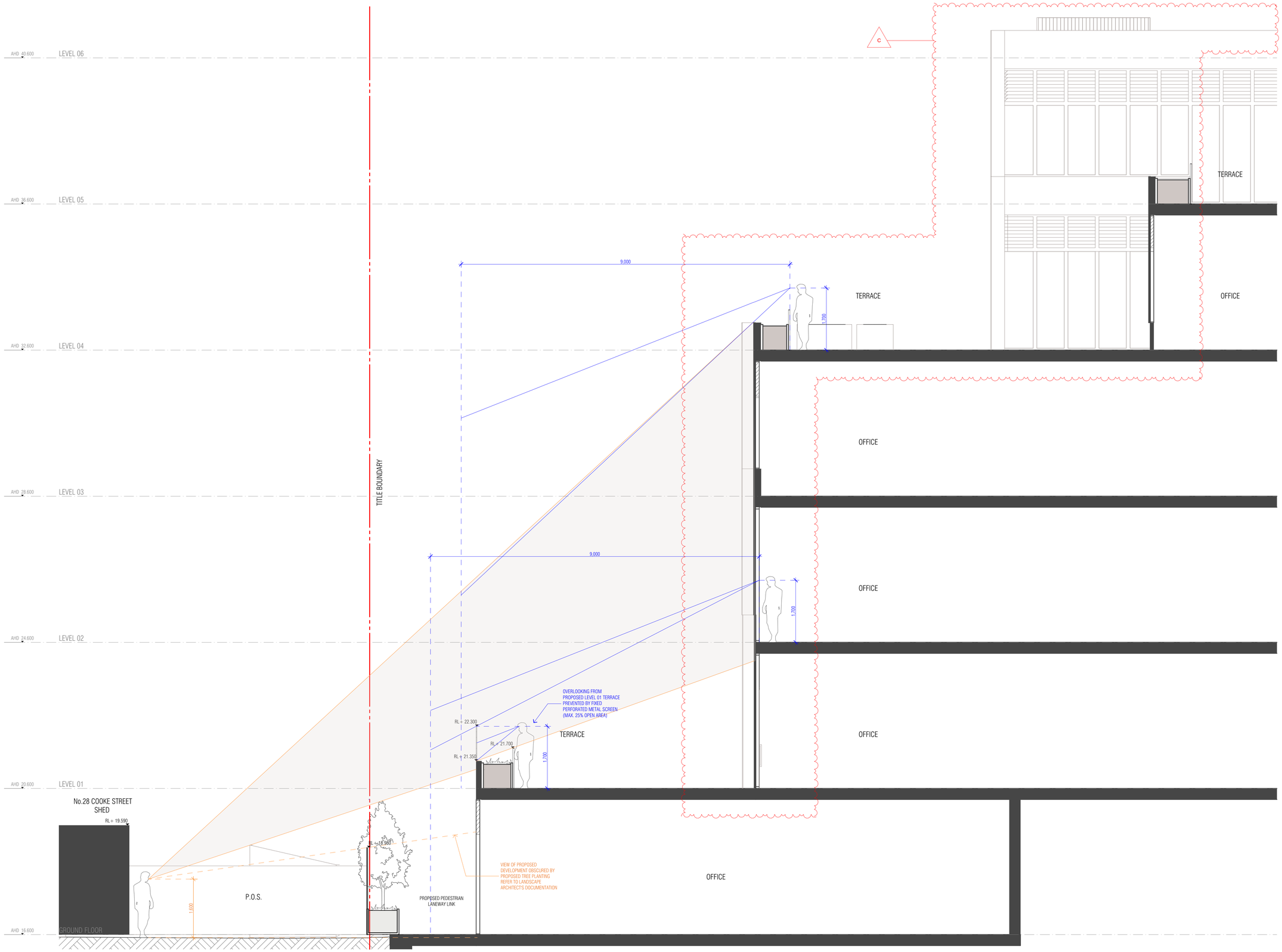
Date
18/12/2018

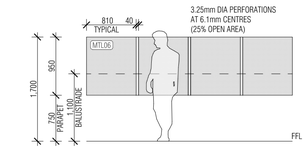
Status
TOWN PLANNING APPLICATION

Scale
1:50 @ A1

Drawing Number
TP401

Revision
C





PERFORATED METAL SCREEN DETAIL
SCALE 1:50@A1

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REV	NOTE	DATE
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SIGHT LINE DIAGRAM - No. 28 COOKE STREET LOOKING EAST

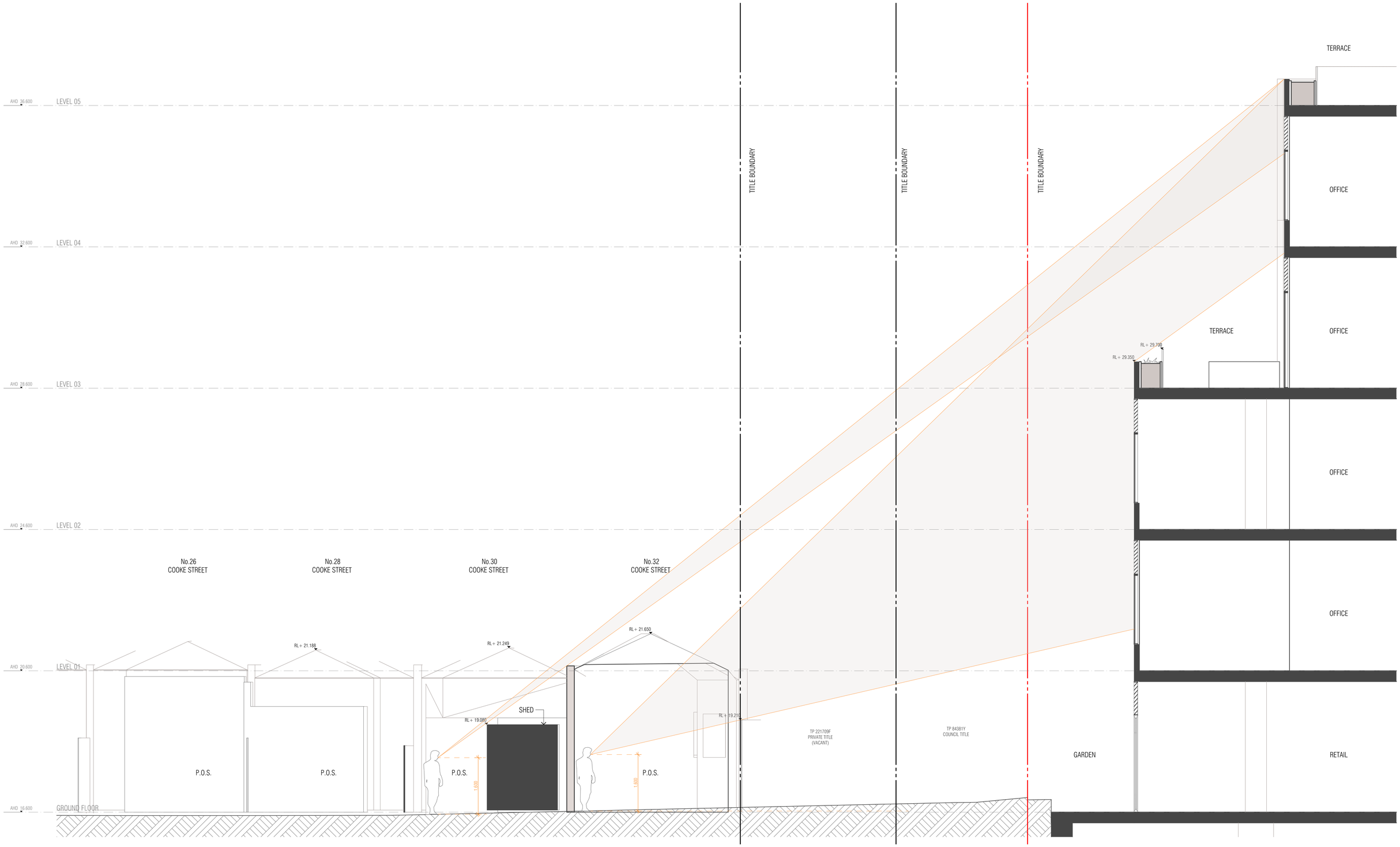
Date
18/12/2018

Status
TOWN PLANNING APPLICATION

Scale
1:50 @ A1

Drawing Number
TP402

Revision
C



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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SIGHT LINE DIAGRAM - No. 30 & 32 COOKE STREET LOOKING NORTH

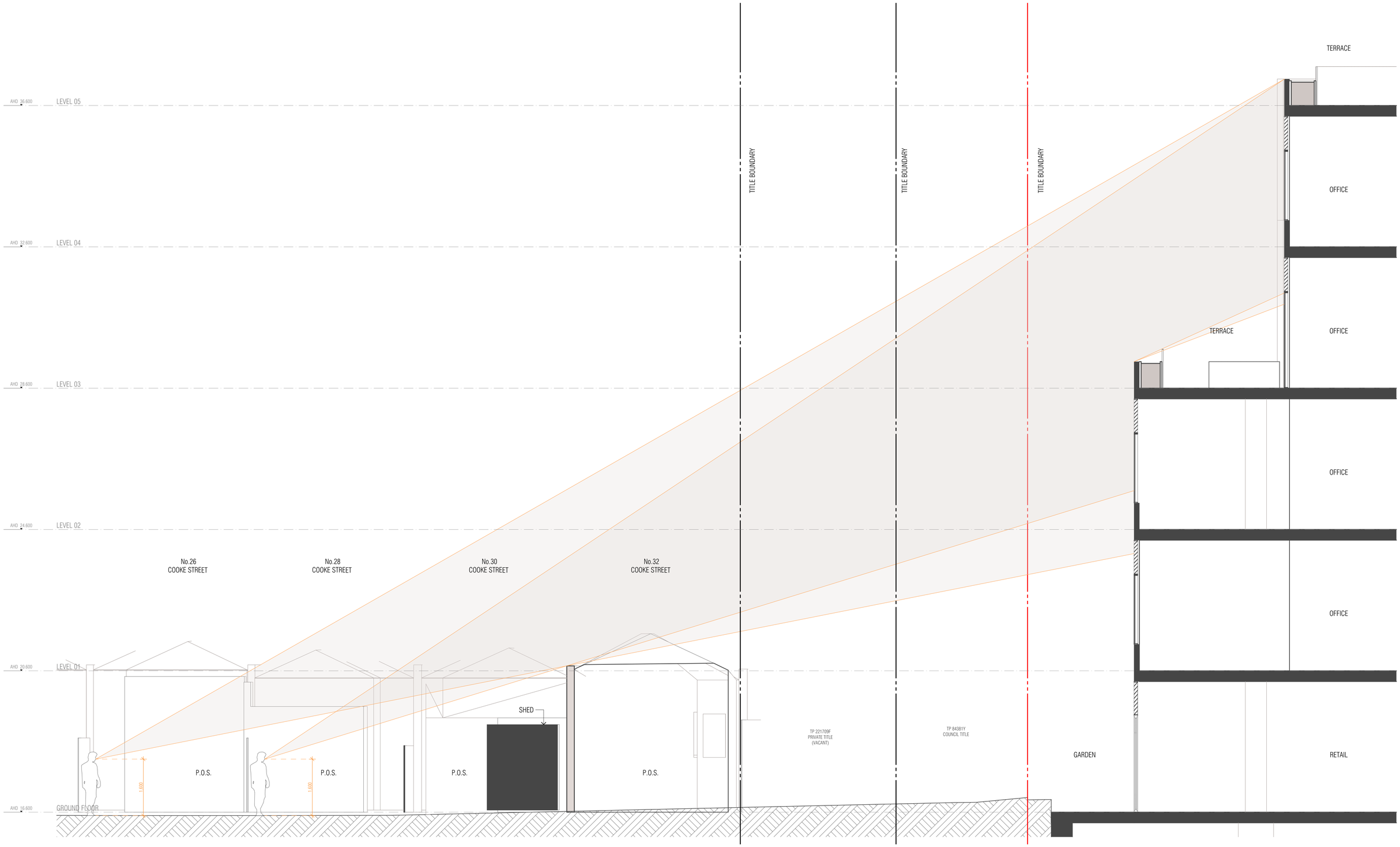
Date
18/12/2018

Status
TOWN PLANNING APPLICATION

Scale
1:50 @ A1

Drawing Number
TP403

Revision
C



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C	POST CONSULTATION PLANS	18/12/2018

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SIGHT LINE DIAGRAM - No. 26 & 28 COOKE STREET LOOKING NORTH

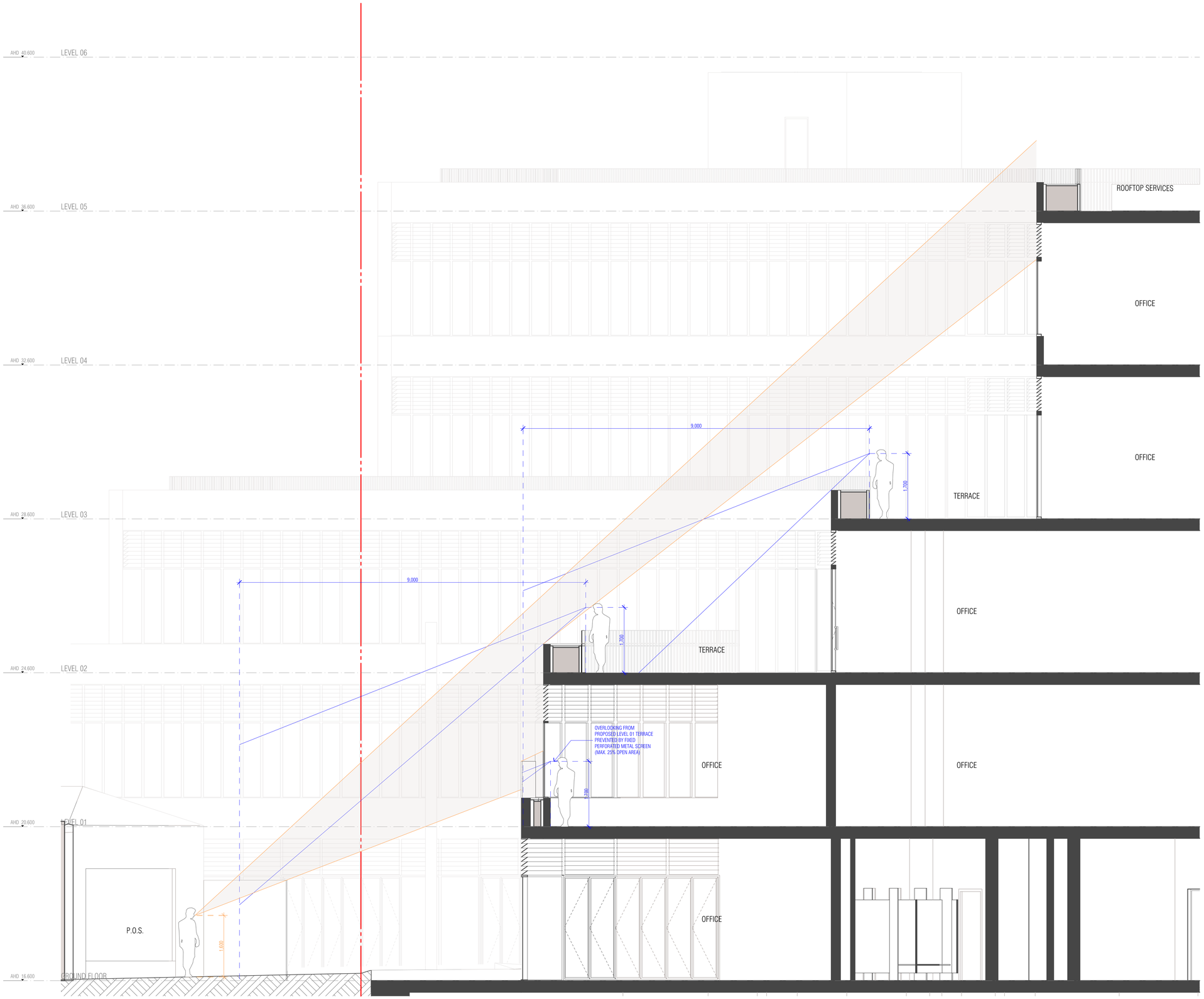
Date
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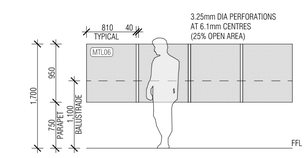
Status
TOWN PLANNING APPLICATION

Scale
1:50 @ A1

Drawing Number
TP404

Revision
C





PERFORATED METAL SCREEN DETAIL

SCALE 1:50@A1

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REV	NOTE	DATE
C	POST CONSULTATION PLANS	18/12/2018

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SIGHT LINE DIAGRAM - No. 32 COOKE ST LOOKING NORTH-EAST

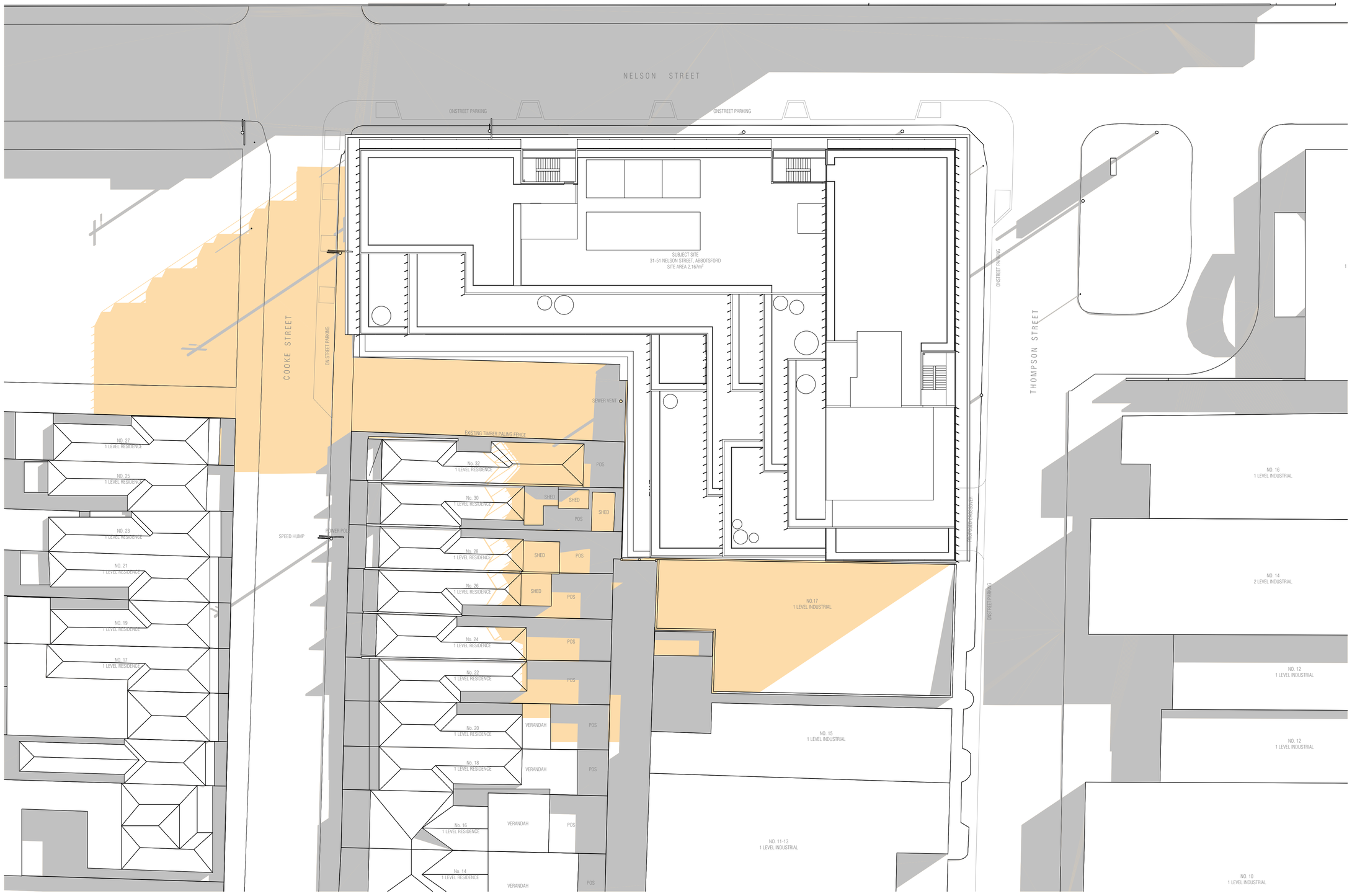
Date
18/12/2018

Status
TOWN PLANNING APPLICATION

Scale
1:50 @ A1

Drawing Number
TP405

Revision
C



GENERAL LEGEND

KEY

PROPOSED BUILDING SHADOWS

EXISTING SHADOWS

EQUINOX (22 SEPTEMBER)

OVERSHADOWING TABLE (EXISTING & PROPOSED): 9AM

COOKE STREET HOUSE No.	EXISTING P.O.S (m2)	EXISTING P.O.S. OVERSHADOWED (m2)	ADDITIONAL P.O.S. OVERSHADOWED (m2)
18	16	16	0
20	37	29	8
22	48	33	15
24	47	34	13
26	41	32	9
28	38	31	7
30	26	26	0
32	21	19	2

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SHADOWS 9AM

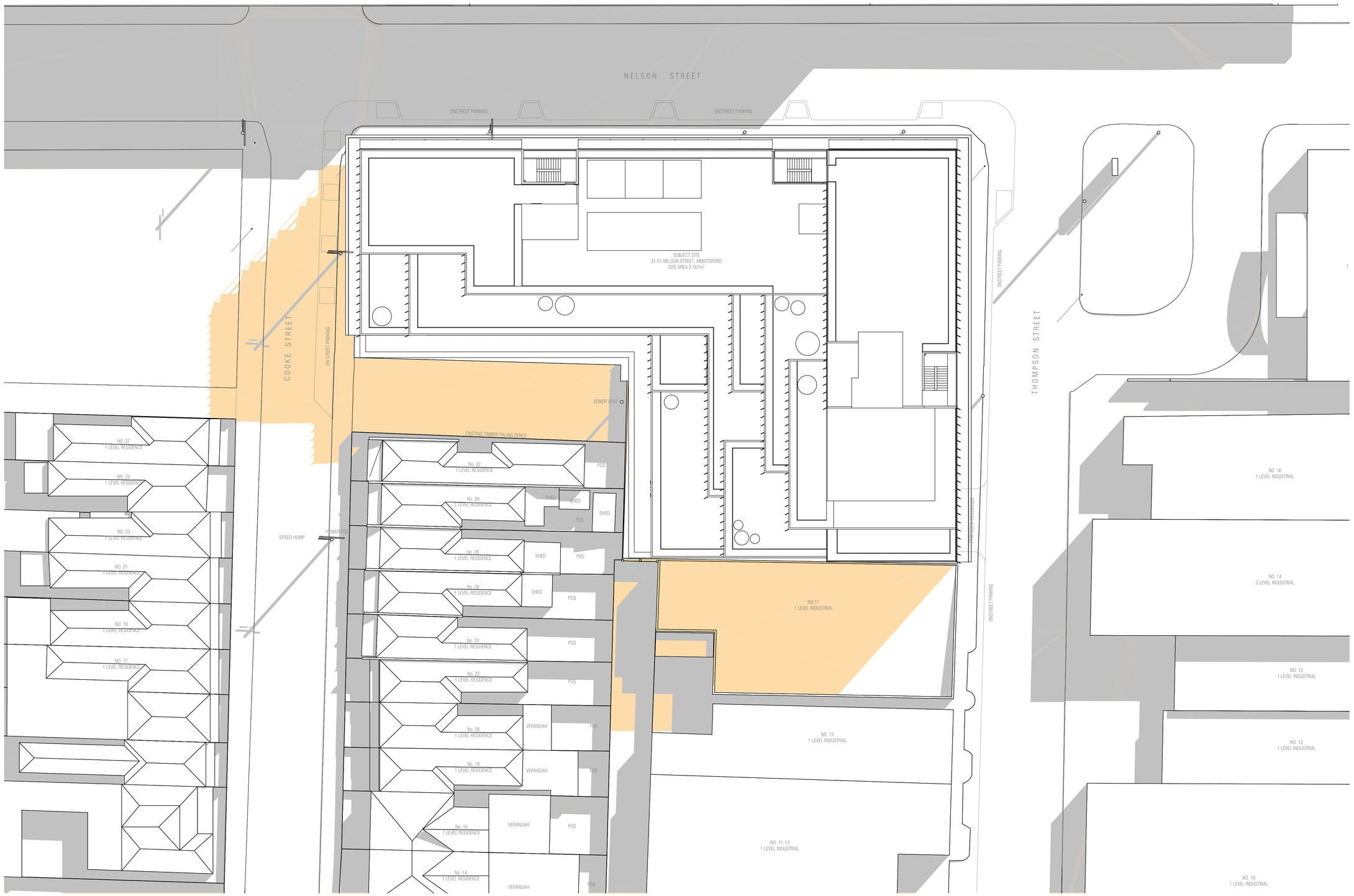
Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
1:200 @ A1

Drawing Number
TP501

Revision
C01



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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SHADOWS 10AM

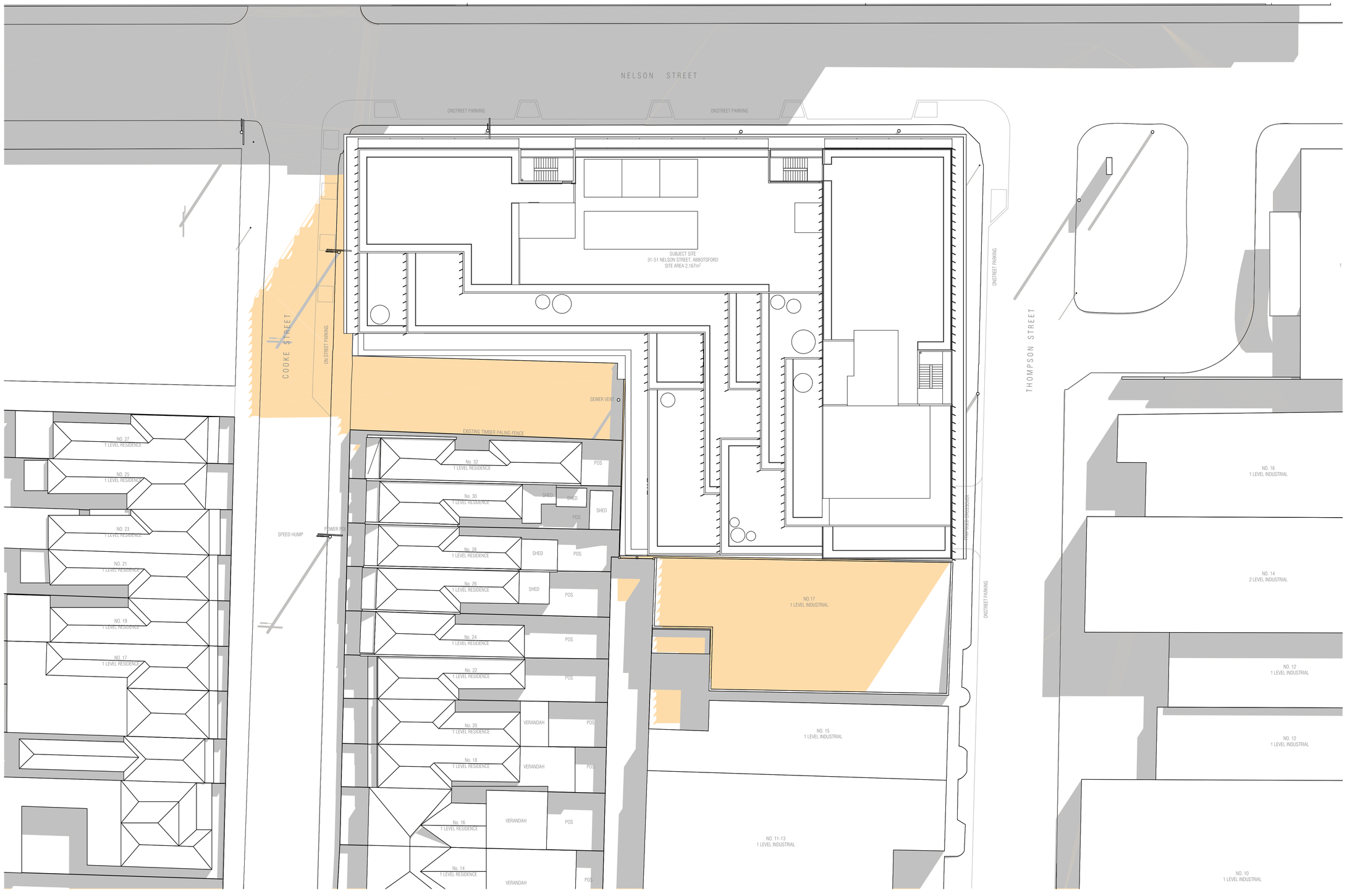
Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
1:200 @ A1

Drawing Number
TP502

Revision
C01



GENERAL LEGEND

KEY

PROPOSED BUILDING SHADOWS

EXISTING SHADOWS

EQUINOX (22 SEPTEMBER)

OVERSHADOWING TABLE (EXISTING & PROPOSED): 10.30AM

COOKE STREET HOUSE No.	EXISTING P.O.S (m2)	EXISTING P.O.S. OVERSHADOWED (m2)	ADDITIONAL P.O.S. OVERSHADOWED (m2)
18	16	10	0
20	37	23	0
22	48	27	0
24	47	27	0
26	41	26	0
28	38	25	0
30	26	25	0
32	21	13	0

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SHADOWS 10.30AM

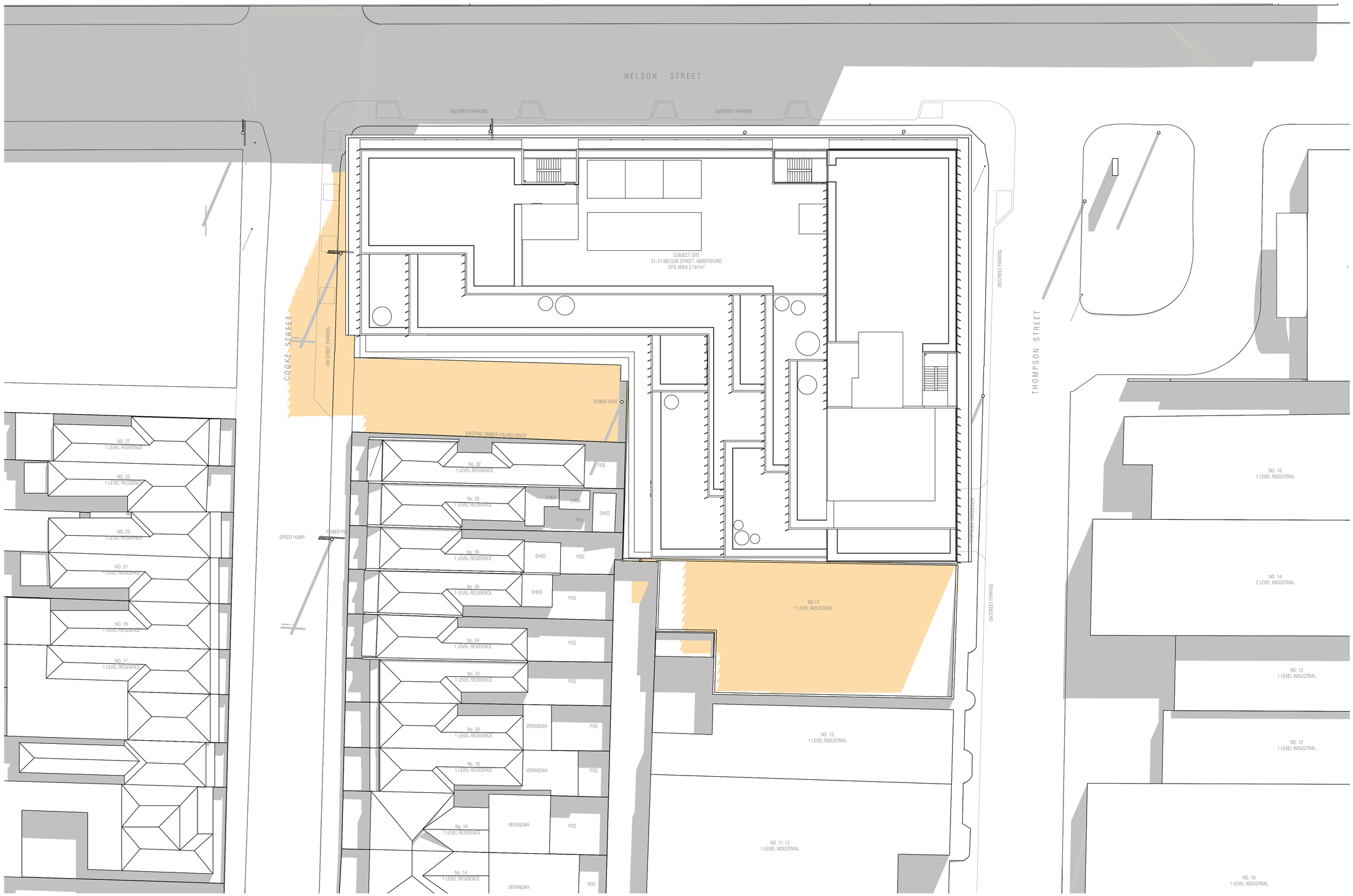
Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
1:200 @ A1

Drawing Number
TP503

Revision
C01



GENERAL LEGEND

KEY

PROPOSED BUILDING SHADOWS

EXISTING SHADOWS

EQUINOX (22 SEPTEMBER)

OVERSHADOWING TABLE (EXISTING & PROPOSED): 11AM

COOKE STREET HOUSE No.	EXISTING P.O.S (m2)	EXISTING P.O.S. OVERSHADOWED (m2)	ADDITIONAL P.O.S. OVERSHADOWED (m2)
18	16	9	0
20	37	21	0
22	48	25	0
24	47	26	0
26	41	24	0
28	38	23	0
30	26	25	0
32	21	12	0

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SHADOWS 11AM

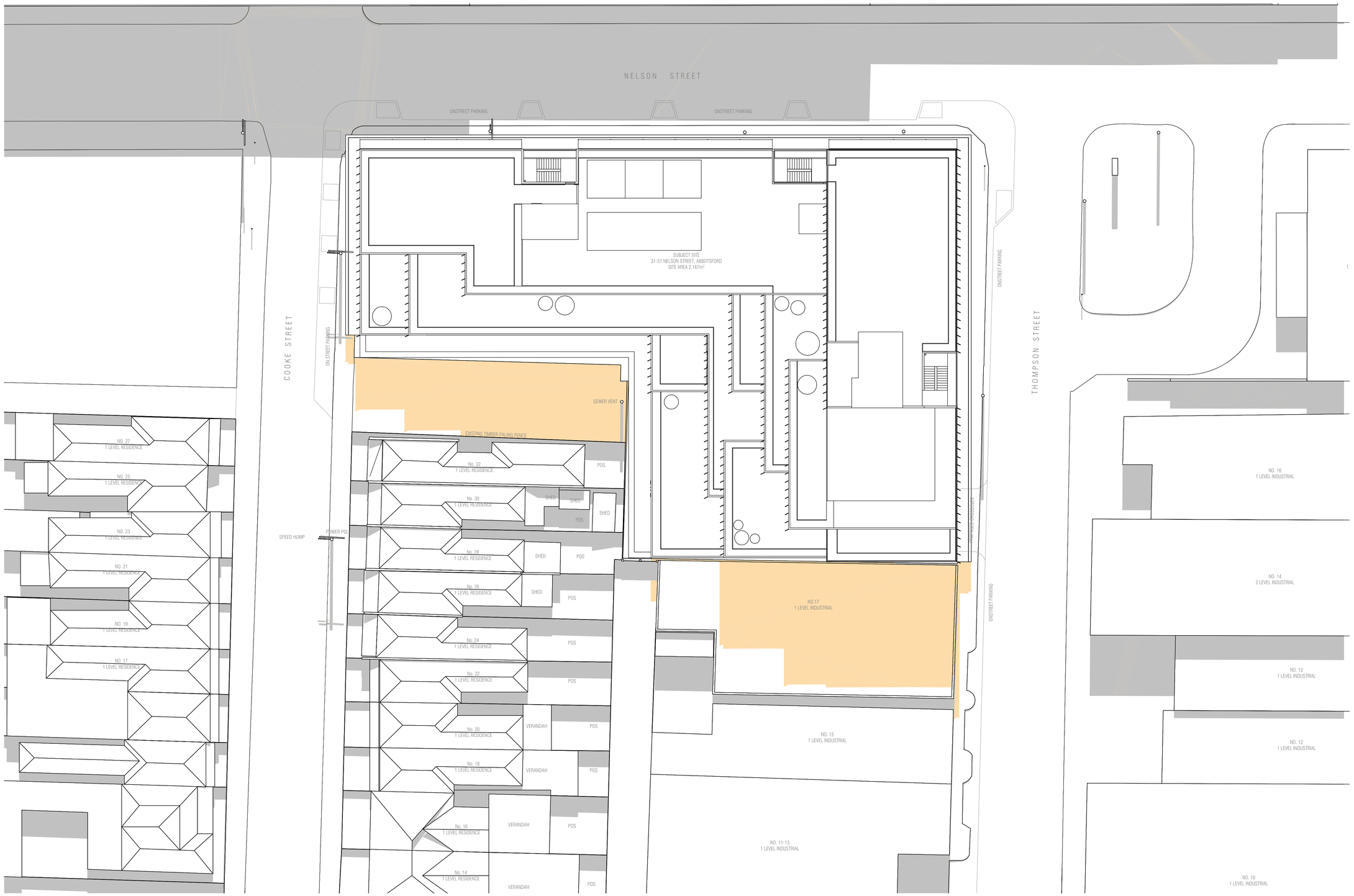
Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
1:200 @ A1

Drawing Number
TP504

Revision
C01



GENERAL LEGEND

KEY

PROPOSED BUILDING SHADOWS

EXISTING SHADOWS

EQUINOX (22 SEPTEMBER)

OVERSHADOWING TABLE (EXISTING & PROPOSED): 12 NOON

COOKE STREET HOUSE No.	EXISTING P.O.S (m2)	EXISTING P.O.S. OVERSHADOWED (m2)	ADDITIONAL P.O.S. OVERSHADOWED (m2)
18	16	6	0
20	37	18	0
22	48	23	0
24	47	23	0
26	41	23	0
28	38	21	0
30	26	21	0
32	21	9	0

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SHADOWS 12PM

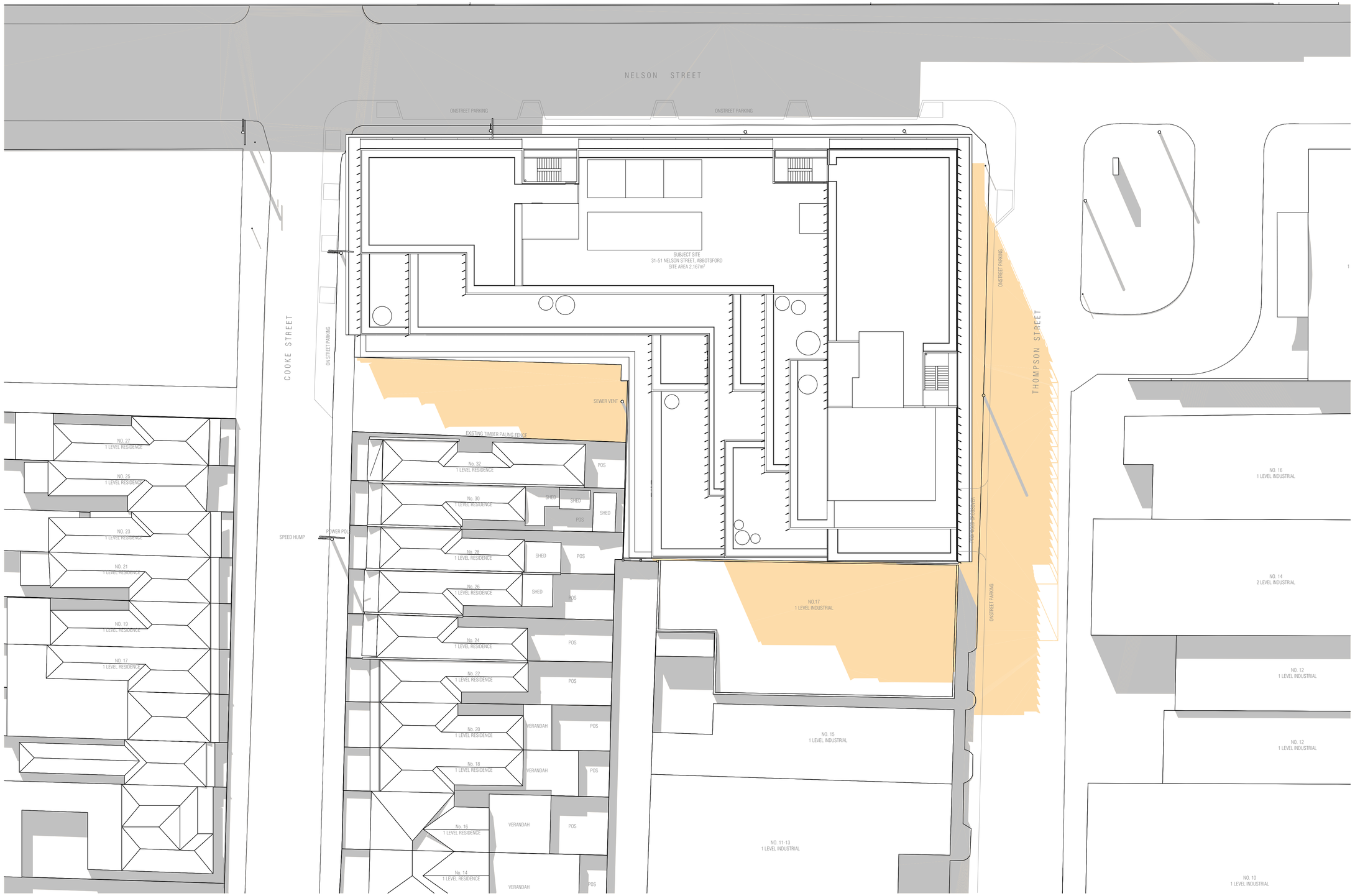
Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
1:200 @ A1

Drawing Number
TP505

Revision
C01



GENERAL LEGEND

KEY

PROPOSED BUILDING SHADOWS

EXISTING SHADOWS

EQUINOX (22 SEPTEMBER)

OVERSHADOWING TABLE (EXISTING & PROPOSED): 1PM

COOKE STREET HOUSE No.	EXISTING P.O.S (m2)	EXISTING P.O.S. OVERSHADOWED (m2)	ADDITIONAL P.O.S. OVERSHADOWED (m2)
18	16	9	0
20	37	21	0
22	48	26	0
24	47	25	0
26	41	26	0
28	38	23	0
30	26	23	0
32	21	12	0

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SHADOWS 1PM

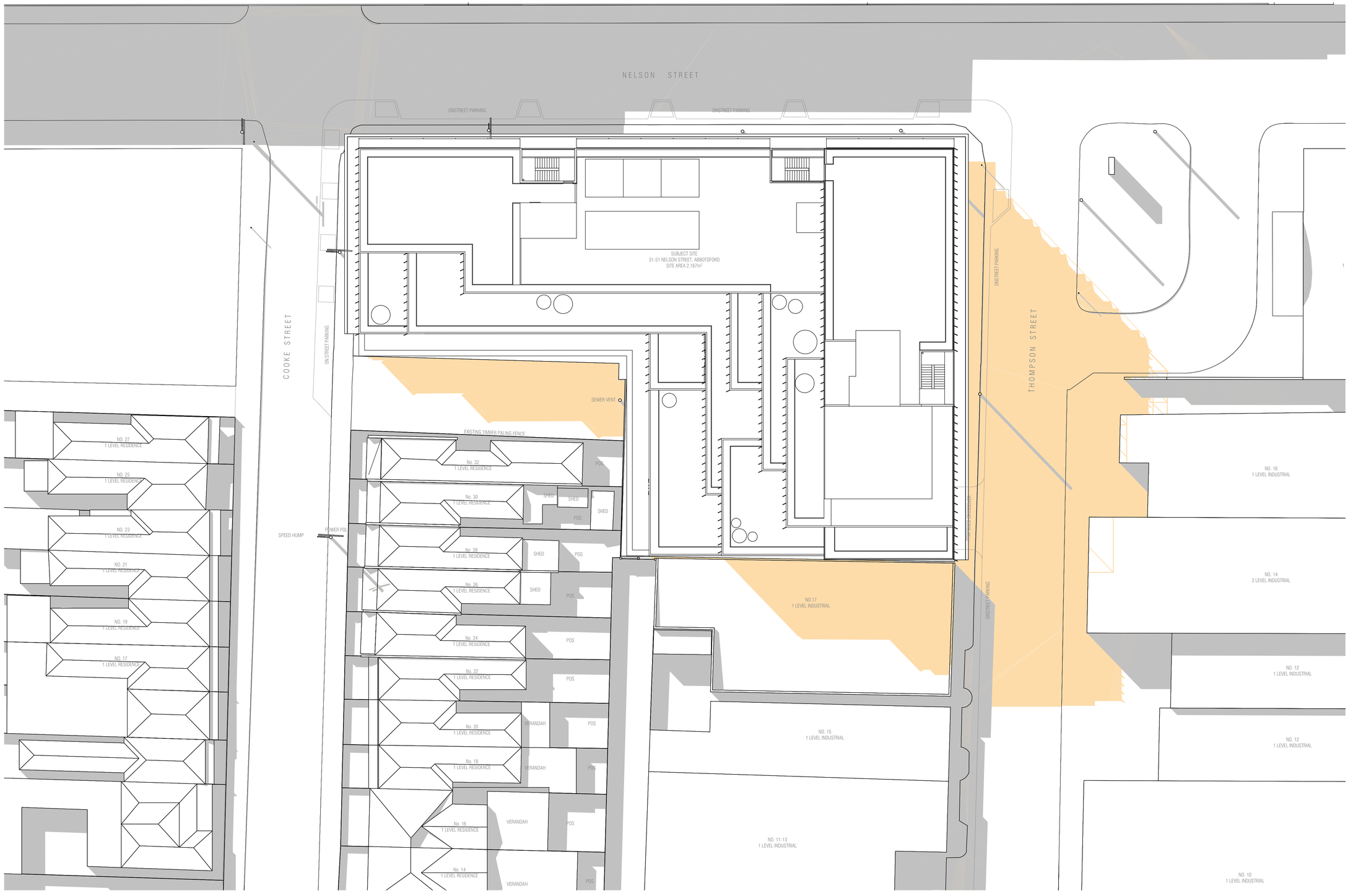
Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
1:200 @ A1

Drawing Number
TP506

Revision
C01



GENERAL LEGEND

KEY

PROPOSED BUILDING SHADOWS

EXISTING SHADOWS

EQUINOX (22 SEPTEMBER)

OVERSHADOWING TABLE (EXISTING & PROPOSED): 2PM			
COOKE STREET HOUSE No.	EXISTING P.O.S (m2)	EXISTING P.O.S. OVERSHADOWED (m2)	ADDITIONAL P.O.S. OVERSHADOWED (m2)
18	16	12	0
20	37	24	0
22	48	30	0
24	47	27	0
26	41	30	0
28	38	25	0
30	26	24	0
32	21	16	0

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SHADOWS 2PM

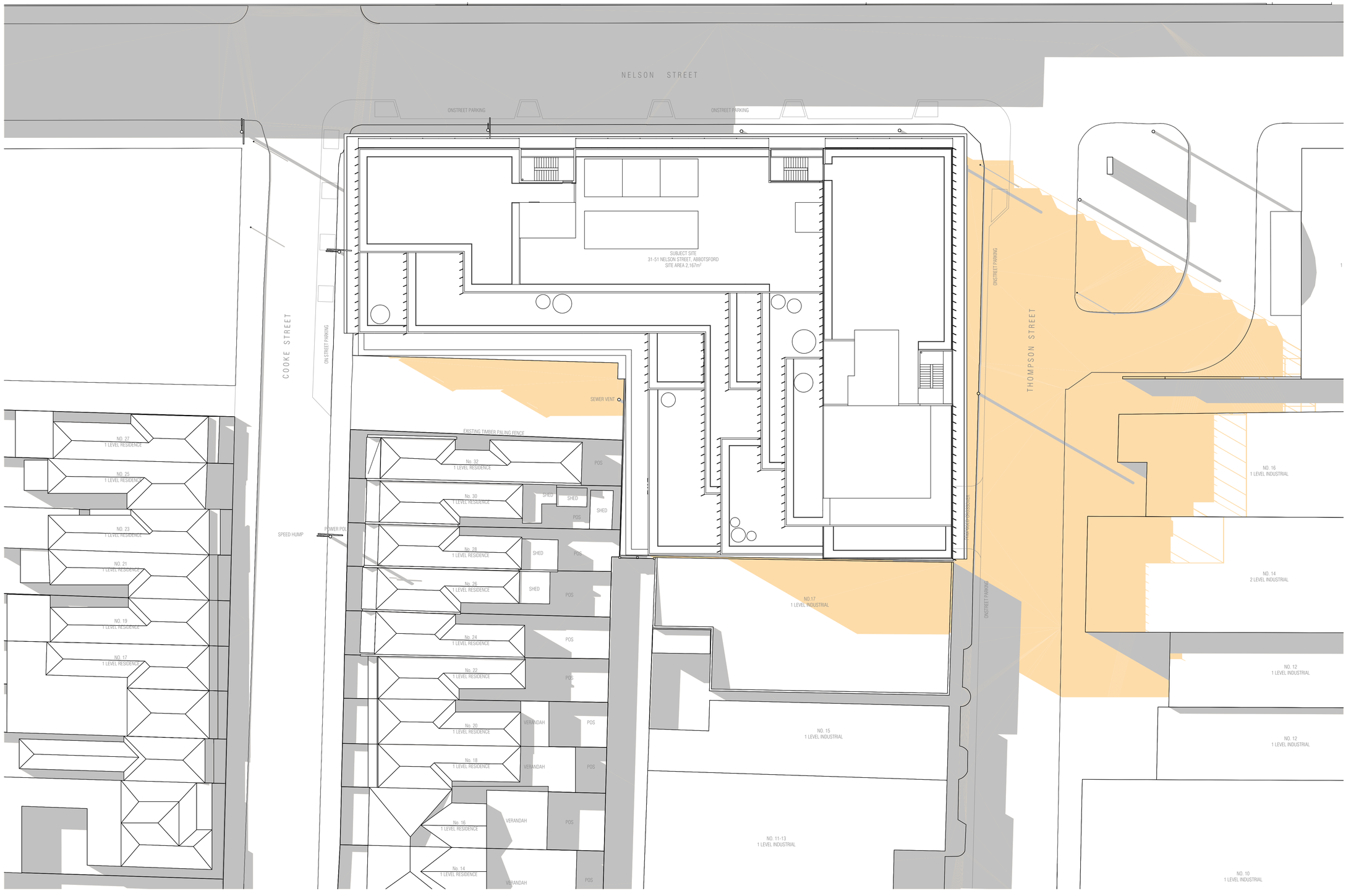
Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
1:200 @ A1

Drawing Number
TP507

Revision
C01



GENERAL LEGEND

KEY

PROPOSED BUILDING SHADOWS

EXISTING SHADOWS

EQUINOX (22 SEPTEMBER)

OVERSHADOWING TABLE (EXISTING & PROPOSED): 3PM			
COOKE STREET HOUSE No.	EXISTING P.O.S (m2)	EXISTING P.O.S. OVERSHADOWED (m2)	ADDITIONAL P.O.S. OVERSHADOWED (m2)
18	16	13.5	0
20	37	28	0
22	48	36	0
24	47	30	0
26	41	36	0
28	38	28	0
30	26	25	0
32	21	20	0

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018
C01	POST CONSULTATION PLANS (AMENDED)	4/02/2019

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
SHADOWS 3PM

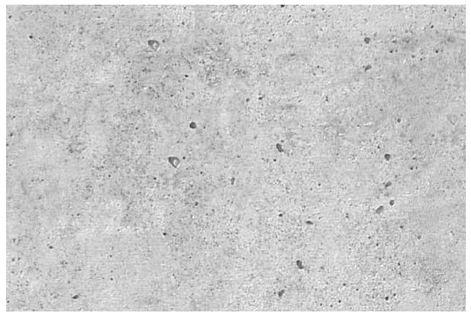
Date
4/02/2019

Status
TOWN PLANNING APPLICATION

Scale
1:200 @ A1

Drawing Number
TP508

Revision
C01



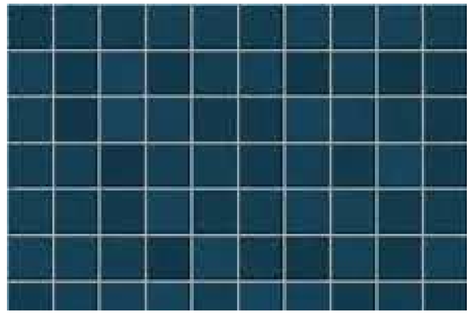
CON01 - CONCRETE



GLS01 - CLEAR GLAZING



GLS02 - OBSCURE GLAZING



WAF01 - TILE FINISH

FINISHES TYPE

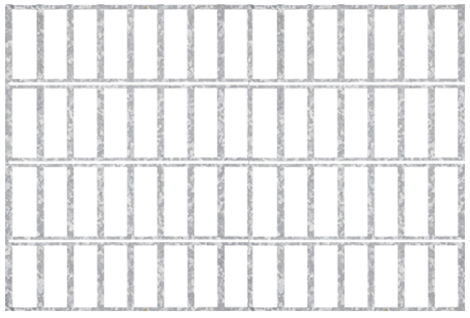
- CNC01 CONCRETE
- GLS01 CLEAR GLAZING (FIXED)
- GLS02 OBSCURE GLAZING (FIXED)
- WAF01 TILE FINISH
- MTL01 GALVANISED METAL
- MTL02 VERTICAL METAL BALUSTR/
- MTL03 METAL MESH 01
- MTL04 ALUMINIUM LOUVERS
- MTL05 METAL MESH 02
- MTL06 PERFORATED METAL SCREEN
- PVP01 PHOTOVOLTAIC PANEL



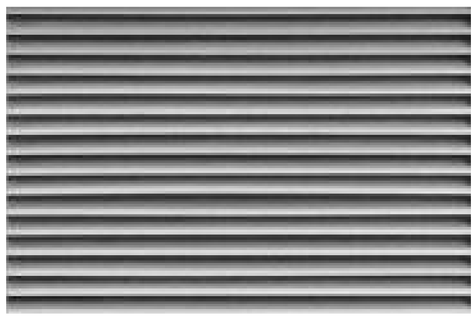
MTL01 - GALVANISED METAL



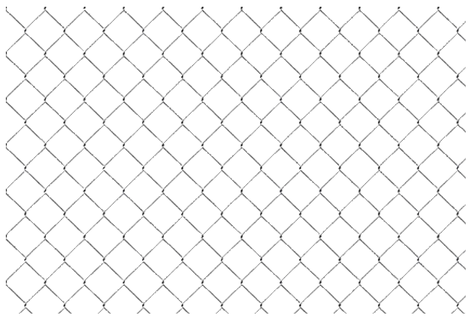
MTL02 - VERTICAL METAL BALUSTRADE



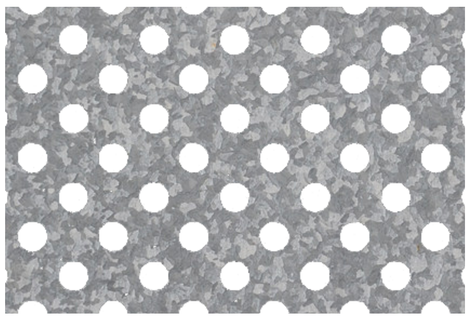
MTL03 - METAL MESH 01



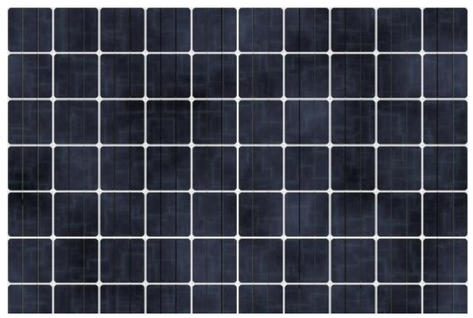
MTL04 - ALUMINIUM LOUVRES



MTL05 - METAL MESH 02



MTL06 - PERFORATED GALVANISED METAL



PVP01 - PHOTOVOLTAIC PANEL

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REV	NOTE	DATE
A	TOWN PLANNING SUBMISSION	22/06/2018
B	COUNCIL RFI RESPONSE	22/08/2018
C	POST CONSULTATION PLANS	18/12/2018

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Project Number
180001

Client
31 NELSON STREET PTY LTD

Project Name
NELSON STREET OFFICES

Site Address
31-51 NELSON ST, ABBOTSFORD VIC 3067

Drawing Name
MATERIALS

Date
18/12/2018

Status
TOWN PLANNING APPLICATION

Scale
1:50 @ A1

Drawing Number
TP601

Revision
C

NELSON STREET

COOKE STREET

PROPOSED FOOTPATH WIDENING SHOWN WITH GREY HATCH

DASHED LINE INDICATES EXTENT OF CANOPY OVER

POWER POLE

1 CSS

10 MS

25 MS

RETAIL
448 m2

CORE
17 m2

LOBBY
42 m2

OFFICE
133 m2

CIRCULATION
45 m2

CAFE
121 m2

ACC WC & SHOWER
10 m2

END OF TRIP FACILITIES FEMALE
57 m2

END OF TRIP FACILITIES MALE
56 m2

RETAIL
97 m2

BIKE STORAGE
152 m2
89 BIKES

BIKE REPAIR STANDS

LOBBY
75 m2

OFFICE
342 m2

VOID

AUTOMATIC ROLLER DOOR

BASEMENT EN

TPZ (R:4.9m)

EXISTING TIMBER PALING FENCE

SEWER VENT

POS

3 Lt
3 ABG
6 ABG
14 Lt
6 ABG
12 Lt
6 ABG
16 Lt
6 ABG
11 Lt
6 ABG
14 Lt
6 ABG
6 HL
18 Lt

TREES SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	SIZE	H x W	Qty
CCS	Corymbia citriadora 'Sentuous'	Lemon-scented Gum	2.0 m	7 x 3 m	10
HL	Hakea laurina	Pincushion Hakea	1.5 m	5 x 3 m	6

SHRUBS AND GROUNDCOVERS SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	SIZE	H x W	Qty
ABG	Anigozanthos 'Bush Gold'	Kangaroo Paw	14 cm	1 x 0.75 m	39
LT	Lomandra 'Tanika'	Tanika	14 cm	0.7 x 0.7 m	186
MS	Microllaena stipoides	Weeping grass	Tubestock	0.1x0.1m	70

CITY OF YARRA
04 JUL 2018
RECEIVED

General Notes

LEGEND

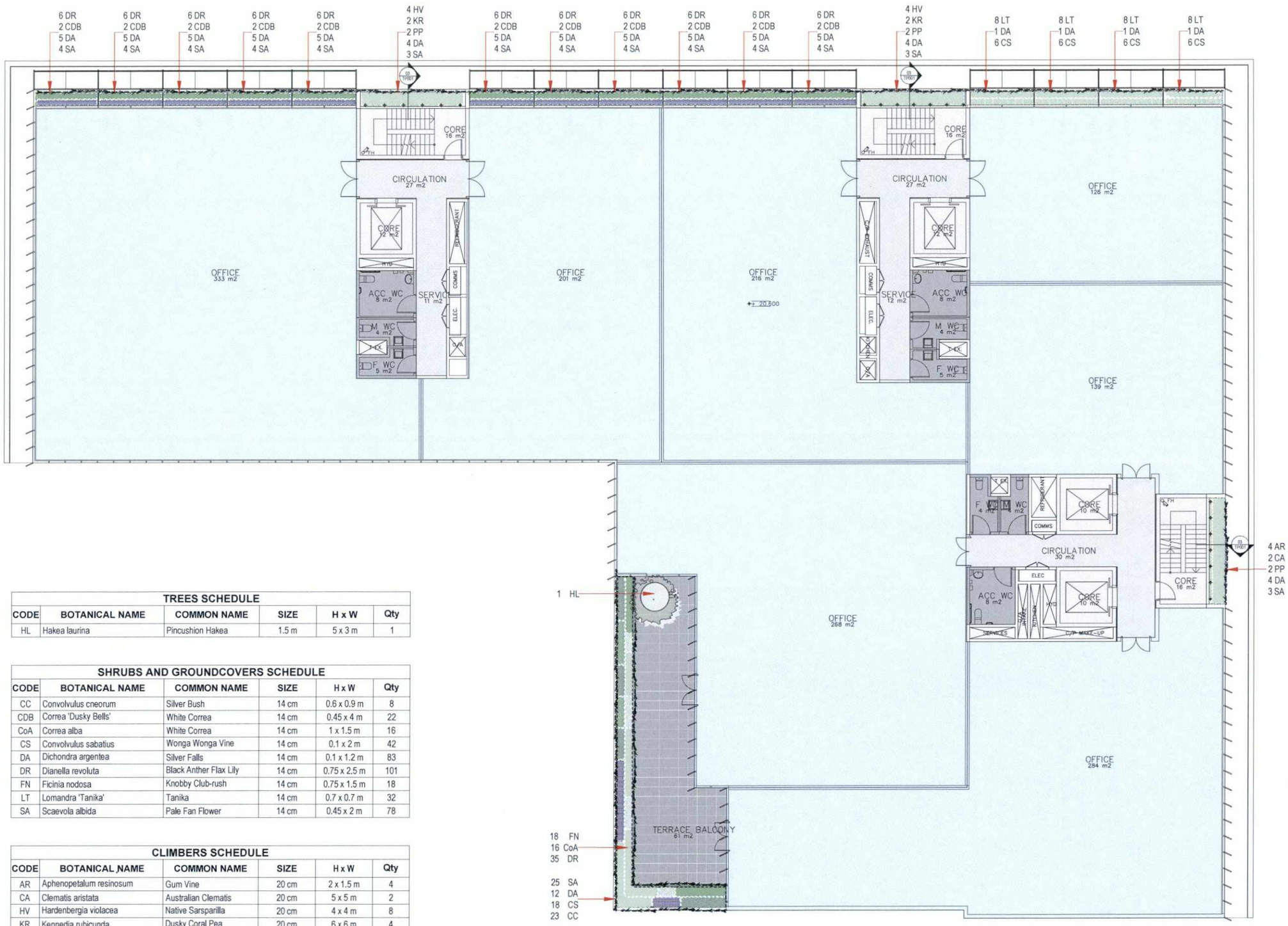
- EXISTING TREE RETAINED
- EXISTING TREE TO BE REMOVED
- PROPOSED TREE
- GARDEN BED
- GRASSPAVE
- PAVING 500x500

No.	Revision/Issue	Date

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Project Name and Address
Nelson Street Offices
31 Nelson St
Abbotsford

Drawing Name: Landscape Plan Ground Floor
Sheet: TP100
Date: 13-Jun-18
Scale: 1:100 @ A1



TREES SCHEDULE					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	H x W	Qty
HL	Hakea laurina	Pincushion Hakea	1.5 m	5 x 3 m	1

SHRUBS AND GROUNDCOVERS SCHEDULE					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	H x W	Qty
CC	Convolvulus cneorum	Silver Bush	14 cm	0.6 x 0.9 m	8
CDB	Correa 'Dusky Bells'	White Correa	14 cm	0.45 x 4 m	22
CoA	Correa alba	White Correa	14 cm	1 x 1.5 m	16
CS	Convolvulus sabatius	Wonga Wonga Vine	14 cm	0.1 x 2 m	42
DA	Dichondra argentea	Silver Falls	14 cm	0.1 x 1.2 m	83
DR	Dianella revoluta	Black Anther Flax Lily	14 cm	0.75 x 2.5 m	101
FN	Ficinia nodosa	Knobby Club-rush	14 cm	0.75 x 1.5 m	18
LT	Lomandra 'Tanika'	Tanika	14 cm	0.7 x 0.7 m	32
SA	Scaevola albida	Pale Fan Flower	14 cm	0.45 x 2 m	78

CLIMBERS SCHEDULE					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	H x W	Qty
AR	Aphenopetalum resinosum	Gum Vine	20 cm	2 x 1.5 m	4
CA	Clematis aristata	Australian Clematis	20 cm	5 x 5 m	2
HV	Hardenbergia violacea	Native Sarsparilla	20 cm	4 x 4 m	8
KR	Kennedia rubicunda	Dusky Coral Pea	20 cm	6 x 6 m	4
PP	Pandorea pandorana	Wonga Wonga Vine	20 cm	10 x 10 m	6

General Notes

LEGEND

PROPOSED TREE IN PLANTER

GARDEN BED

No.	Revision/Issue	Date

Company Name and Address

34 Chestnut St, Cremorne
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Project Name and Address

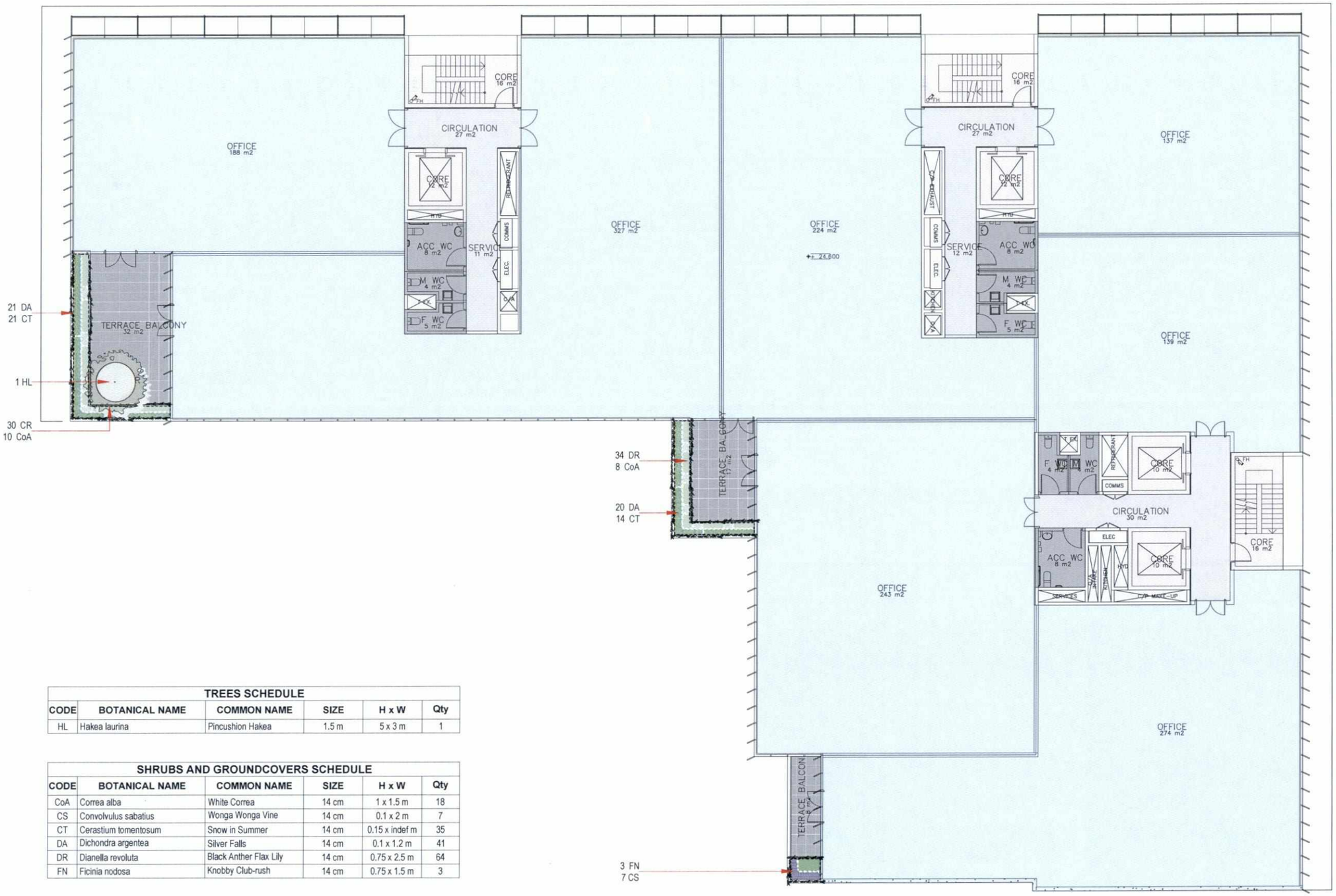
Nelson Street Offices
31 Nelson St
Abbotsford

Drawing Name: Planting Layout Level 01

Sheet: TP101

Date: 13-Jun-18

Scale: 1:100 @ A1



TREES SCHEDULE					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	H x W	Qty
HL	Hakea laurina	Pincushion Hakea	1.5 m	5 x 3 m	1

SHRUBS AND GROUNDCOVERS SCHEDULE					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	H x W	Qty
CoA	Correa alba	White Correa	14 cm	1 x 1.5 m	18
CS	Convolvulus sabatius	Wonga Wonga Vine	14 cm	0.1 x 2 m	7
CT	Cerastium tomentosum	Snow in Summer	14 cm	0.15 x indef m	35
DA	Dichondra argentea	Silver Falls	14 cm	0.1 x 1.2 m	41
DR	Dianella revoluta	Black Anther Flax Lily	14 cm	0.75 x 2.5 m	64
FN	Ficinia nodosa	Knobby Club-rush	14 cm	0.75 x 1.5 m	3

General Notes

LEGEND

PROPOSED TREE IN PLANTER

GARDEN BED

No.	Revision/Issue	Date

Company Name and Address

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VIC 3121 Australia

M 0419 518 018
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E phil@coolthinc.com.au
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Project Name and Address

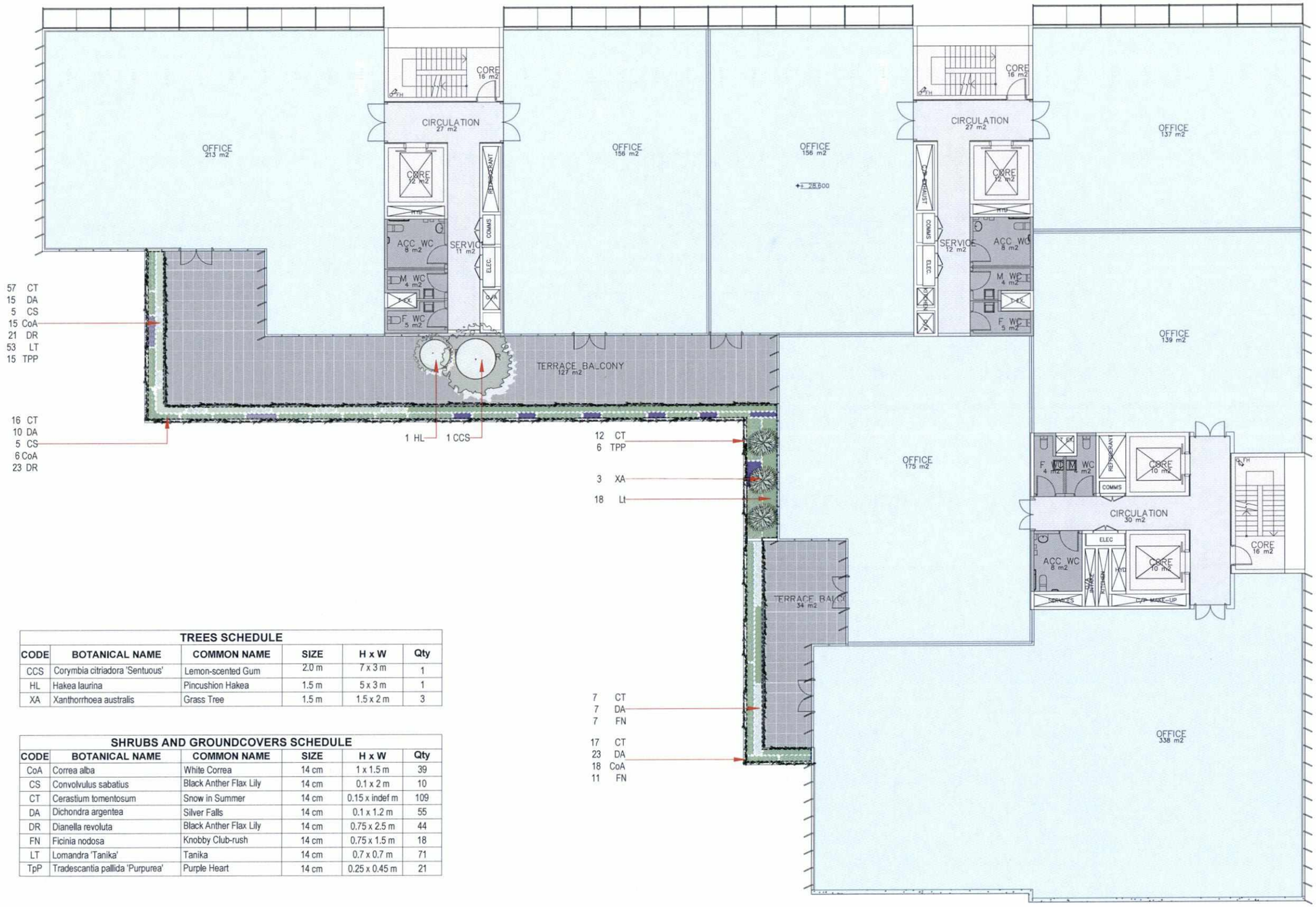
Nelson Street Offices
31 Nelson St
Abbotsford

Drawing Name: Planting Layout Level 02

Sheet: TP102

Date: 13-Jun-18

Scale: 1:100 @ A1



TREES SCHEDULE					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	H x W	Qty
CCS	Corymbia citriadora 'Sentuous'	Lemon-scented Gum	2.0 m	7 x 3 m	1
HL	Hakea laurina	Pincushion Hakea	1.5 m	5 x 3 m	1
XA	Xanthorrhoea australis	Grass Tree	1.5 m	1.5 x 2 m	3

SHRUBS AND GROUNDCOVERS SCHEDULE					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	H x W	Qty
CoA	Correa alba	White Correa	14 cm	1 x 1.5 m	39
CS	Convolvulus sabatius	Black Anther Flax Lily	14 cm	0.1 x 2 m	10
CT	Cerastium tomentosum	Snow in Summer	14 cm	0.15 x indef m	109
DA	Dichondra argentea	Silver Falls	14 cm	0.1 x 1.2 m	55
DR	Dianella revoluta	Black Anther Flax Lily	14 cm	0.75 x 2.5 m	44
FN	Ficinia nodosa	Knobby Club-rush	14 cm	0.75 x 1.5 m	18
LT	Lomandra 'Tanika'	Tanika	14 cm	0.7 x 0.7 m	71
TpP	Tradescantia pallida 'Purpurea'	Purple Heart	14 cm	0.25 x 0.45 m	21

General Notes

LEGEND

PROPOSED TREE IN PLANTER

PROPOSED GRASS TREE

GARDEN BED

No.	Revision/Issue	Date

Company Name and Address

34 Chestnut St, Cremorne
VIC 3121 Australia

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E phil@coolthinc.com.au
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Project Name and Address

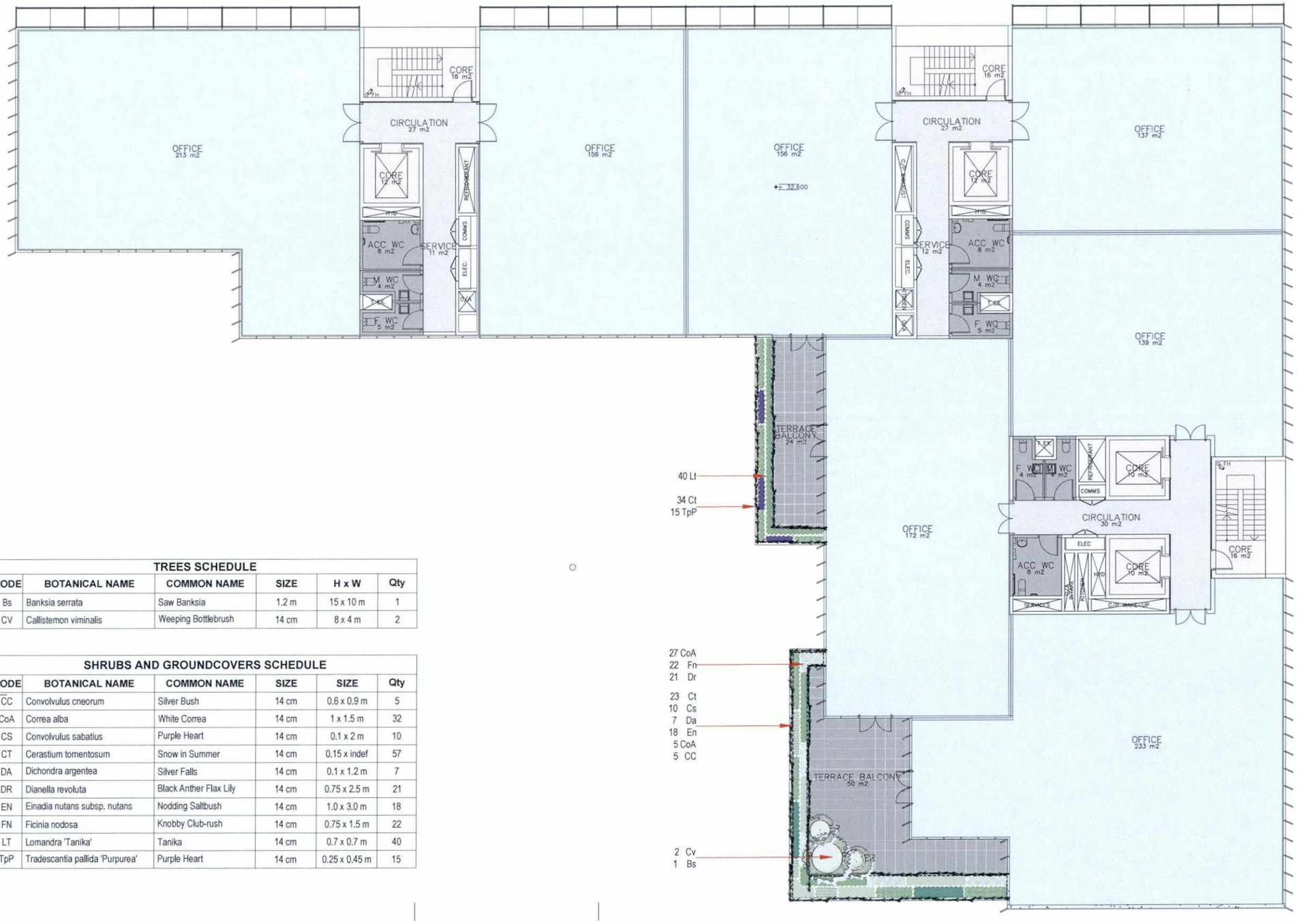
Nelson Street Offices
31 Nelson St
Abbotsford

Drawing Name: Planting Layout Level 03

Sheet: TP103

Date: 13-Jun-18

Scale: 1:100 @ A1



TREES SCHEDULE					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	H x W	Qty
Bs	Banksia serrata	Saw Banksia	1.2 m	15 x 10 m	1
CV	Callistemon viminalis	Weeping Bottlebrush	14 cm	8 x 4 m	2

SHRUBS AND GROUNDCOVERS SCHEDULE					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	SIZE	Qty
CC	Convolvulus cneorum	Silver Bush	14 cm	0.6 x 0.9 m	5
CoA	Correa alba	White Correa	14 cm	1 x 1.5 m	32
CS	Convolvulus sabatius	Purple Heart	14 cm	0.1 x 2 m	10
CT	Cerastium tomentosum	Snow in Summer	14 cm	0.15 x indef	57
DA	Dichondra argentea	Silver Falls	14 cm	0.1 x 1.2 m	7
DR	Dianella revoluta	Black Anther Flax Lily	14 cm	0.75 x 2.5 m	21
EN	Einadia nutans subsp. nutans	Nodding Saltbush	14 cm	1.0 x 3.0 m	18
FN	Ficinia nodosa	Knobby Club-rush	14 cm	0.75 x 1.5 m	22
LT	Lomandra 'Tanika'	Tanika	14 cm	0.7 x 0.7 m	40
TpP	Tradescantia pallida 'Purpurea'	Purple Heart	14 cm	0.25 x 0.45 m	15

General Notes

LEGEND

PROPOSED TREE IN PLANTER

GARDEN BED

No.	Revision/Issue	Date

Company Name and Address

34 Chestnut St, Cremorne
VIC 3121 Australia

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E phil@coolthinc.com.au
W coolthinc.com.au

Project Name and Address

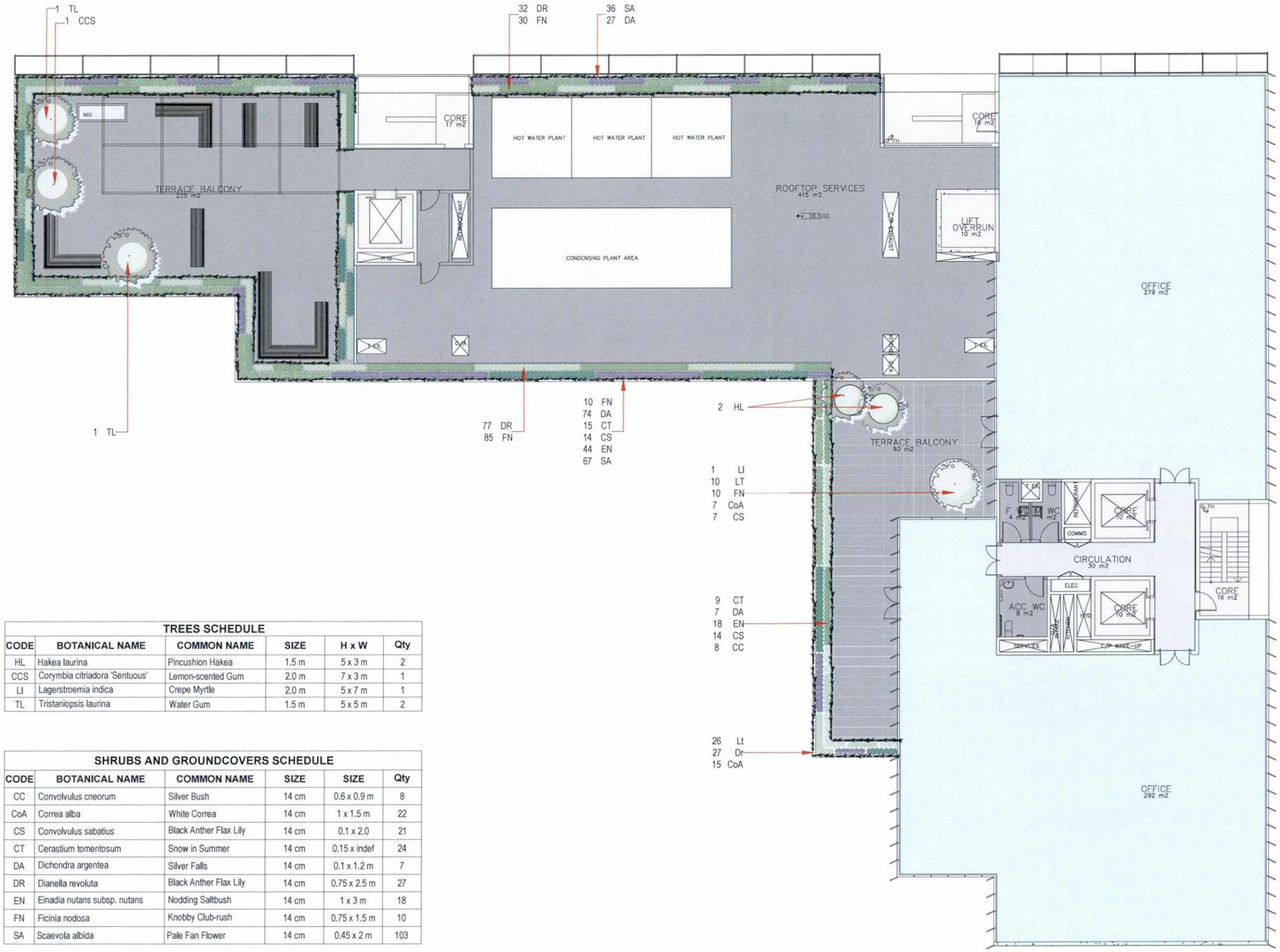
Nelson Street Offices
31 Nelson St
Abbotsford

Drawing Name: Planting Layout Level 04

Sheet: TP104

Date: 13-Jun-18

Scale: 1:100 @ A1



TREES SCHEDULE					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	H x W	Qty
HL	Hakea laurina	Pincushion Hakea	1.5 m	5 x 3 m	2
CCS	Corymbia citriadora 'Sentuous'	Lemon-scented Gum	2.0 m	7 x 3 m	1
LI	Lagerstroemia indica	Crepe Myrtle	2.0 m	5 x 7 m	1
TL	Tristaniopsis laurina	Water Gum	1.5 m	5 x 5 m	2

SHRUBS AND GROUNDCOVERS SCHEDULE					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	SIZE	Qty
CC	Convolvulus cneorum	Silver Bush	14 cm	0.6 x 0.9 m	8
CoA	Correa alba	White Correa	14 cm	1 x 1.5 m	22
CS	Convolvulus sabatius	Black Anther Flax Lily	14 cm	0.1 x 2.0	21
CT	Cerastium tomentosum	Snow in Summer	14 cm	0.15 x indef	24
DA	Dichondra argentea	Silver Falls	14 cm	0.1 x 1.2 m	7
DR	Dianella revoluta	Black Anther Flax Lily	14 cm	0.75 x 2.5 m	27
EN	Einadia nutans subsp. nutans	Nodding Saltbush	14 cm	1 x 3 m	18
FN	Ficinia nodosa	Knobby Club-rush	14 cm	0.75 x 1.5 m	10
SA	Scaevola albida	Pale Fan Flower	14 cm	0.45 x 2 m	103

General Notes

TIMBER SEAT

PERGOLA TO FUTURE DETAIL

PROPOSED TREE IN PLANTER

GARDEN BED

No.	Revision/Issue	Date

Company Name and Address

34 Chestnut St, Cremorne
VIC 3121 Australia

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E phil@coolthinc.com.au
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Project Name and Address

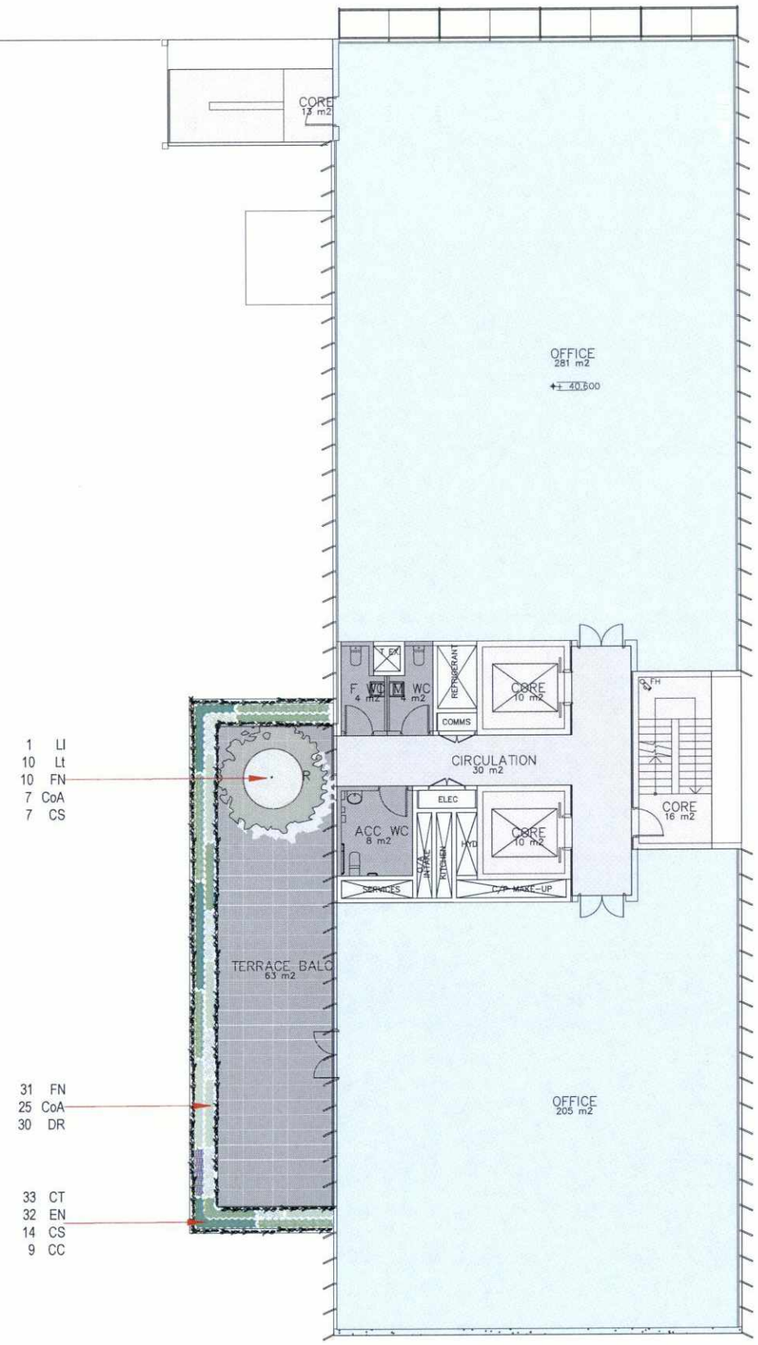
Nelson Street Offices
31 Nelson St
Abbotsford

Drawing Name: Planting Layout Level 05

Sheet: TP105

Date: 13-Jun-18

Scale: 1:100 @ A1



TREES SCHEDULE					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	H x W	Qty
LI	Lagerstroemia indica	Crepe Myrtle	2.0 m	5 x 7 m	1

SHRUBS AND GROUNDCOVERS SCHEDULE					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	H x W	Qty
CC	Convolvulus cneorum	Silver Bush	14 cm	0.6 x 0.9 m	9
CoA	Correa alba	White Correa	14 cm	1 x 1.5 m	32
CS	Convolvulus sabatius	Purple Heart	14 cm	0.1 x 2 m	21
CT	Cerastium tomentosum	Snow in Summer	14 cm	0.15 x indef	33
DR	Dianella revoluta	Black Anther Flax Lily	14 cm	0.75 m	30
EN	Einadia nutans subsp. nutans	Nodding Saltbush	14 cm	1 x 3 m	32
FN	Ficinia nodosa	Knobby Club-rush	14 cm	0.75 x 1.5 m	41
LT	Lomandra 'Tanika'	Tanika	14 cm	0.7 x 0.7 m	10

General Notes

LEGEND

PROPOSED TREE IN PLANTER

GARDEN BED

No.	Revision/Issue	Date

Company Name and Address

34 Chestnut St, Cremorne
VIC 3121 Australia

M 0419 518 018
T 03 9410 4394
E phil@coolthinc.com.au
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Project Name and Address

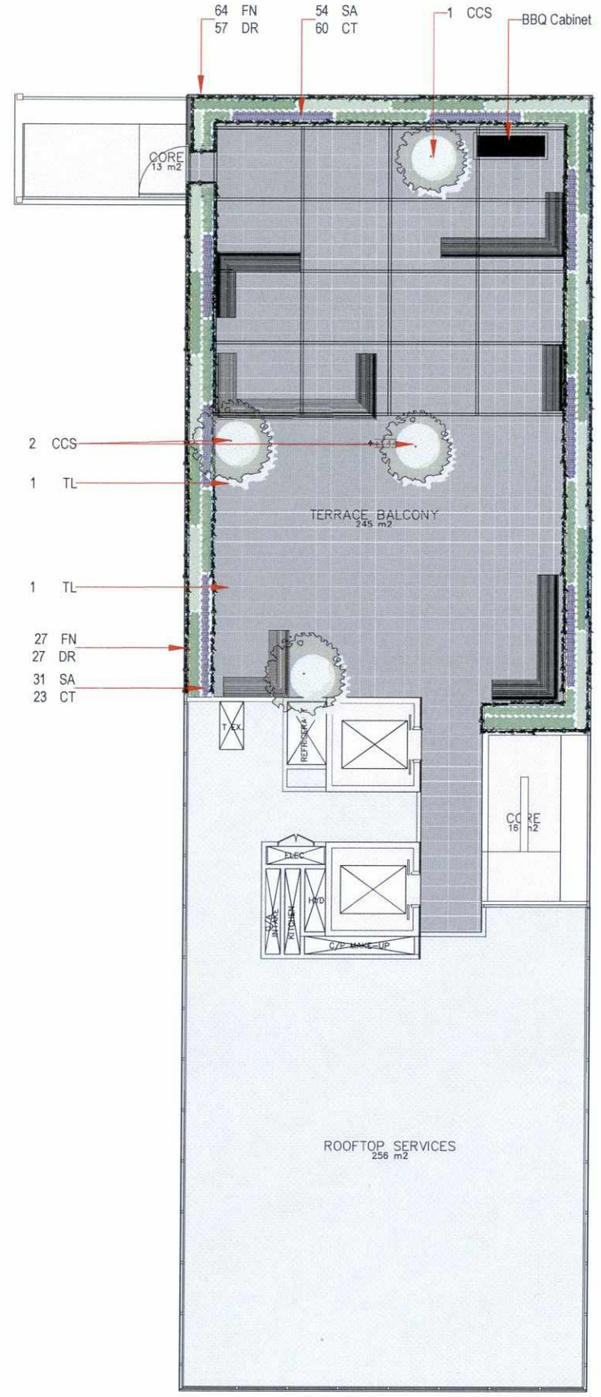
Nelson Street Offices
31 Nelson St
Abbotsford

Drawing Name
Planting Layout
Level 06

Sheet
TP106

Date
13-Jun-18

Scale
1:100 @ A1



TREES SCHEDULE					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	H x W	Qty
CCS	Corymbia citriadora 'Sentuous'	Lemon-scented Gum	2.0 m	7 x 3 m	2
TL	Tristaniopsis laurina	Water Gum	2.0 m	5 x 5 m	2

SHRUBS AND GROUNDCOVERS SCHEDULE					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	H x W	Qty
CT	Cerastium tomentosum	Snow in Summer	14 cm	0.15 x indef	83
DR	Dianella revoluta	Black Anther Flax Lily	14 cm	0.75 x 0.25 m	84
FN	Ficinia nodosa	Knobby Club-rush	14 cm	0.75 x 1.5 m	91
SA	Scaevola albida	Pale Fan Flower	14 cm	0.45 x 2 m	85

General Notes

TIMBER SEAT

PERGOLA TO FUTURE DETAIL

PROPOSED TREE IN PLANTER

GARDEN BED IN RAISED PLANTER

No.	Revision/Issue	Date

Company Name and Address
34 Chestnut St, Cremorne
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W coolthinc.com.au
COOLTH INC LIVING ARCHITECTURE

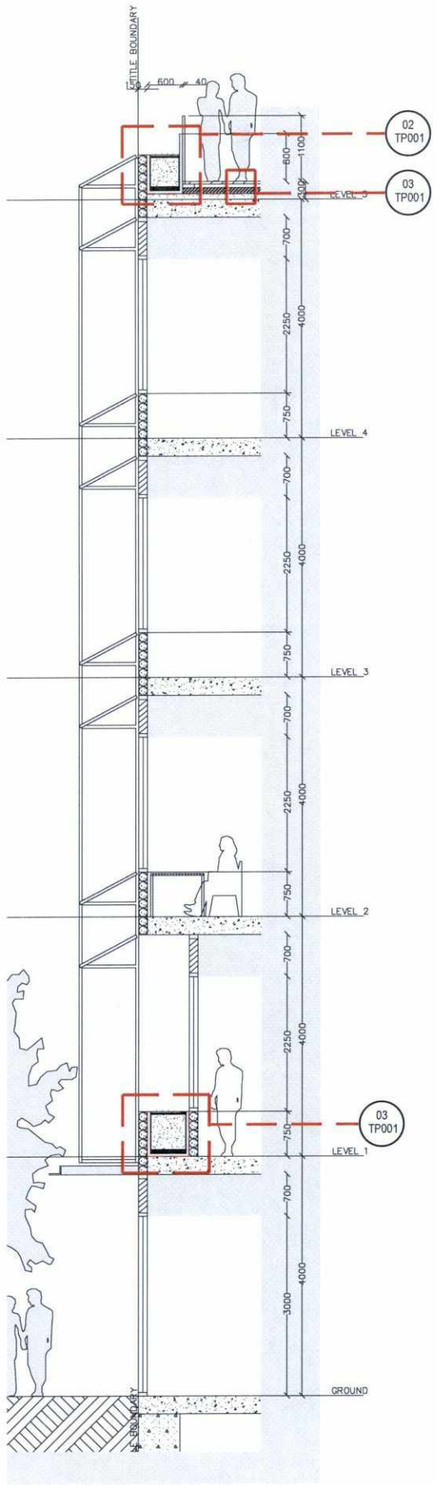
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Nelson Street Offices
31 Nelson St
Abbotsford

Drawing Name
Planting Layout
Level 07

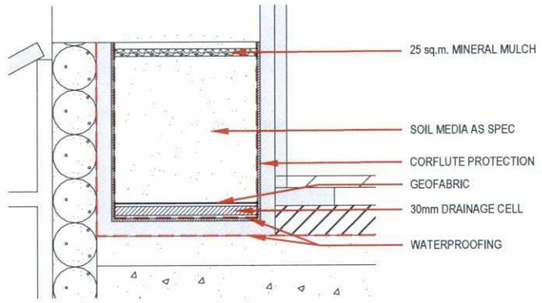
Sheet
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Date
13-Jun-18

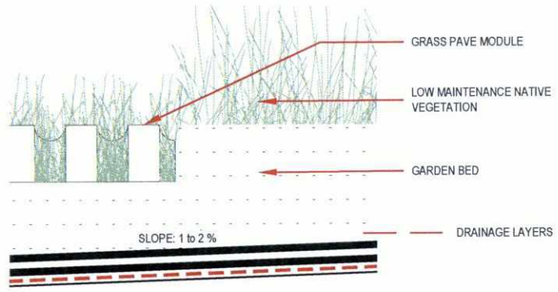
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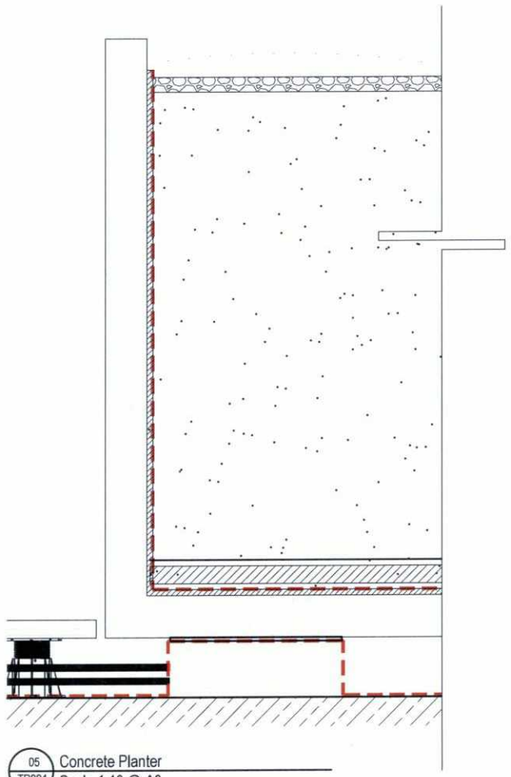
01 TP001 Existing South Facing Elevation
Scale 1:50 @ A3



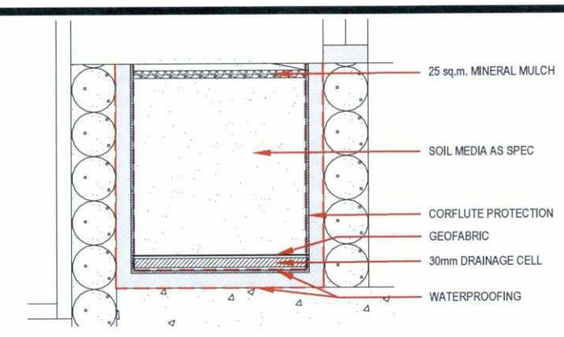
02 TP001 Planter Level 07
Scale 1:20 @ A3



04 TP001 Grass Pave Scale 1:20 @ A3



05 TP001 Concrete Planter
Scale 1:10 @ A3



03 TP001 Planter Level 01
Scale 1:20 @ A3

General Notes

No.	Revision/Issue	Date

Company Name and Address
34 Chestnut St, Cremorne
VIC 3121 Australia
M 0419 518 018
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Project Name and Address
Town Planning
31-51 Nelson St
Abbotsford

Drawing Name	Sheet
Details	TP001
Date: 4-Jul-18	
Scale: As Shown	

MEMO

To:	**Nikolas Muhllechner**	
From:	**Mark Pisani**	
Date:	**27 November 2018**	
Subject:	**Application No:**	**PLN18/0471**
	Description:	**Seven-Storey Commercial Building**
	Site Address:	**31-51 Nelson Street Abbotsford**

I refer to the above Planning Application received on 7 September 2018 and the accompanying report prepared by Traffix Group (Issue C dated 16 August 2018) in relation to the proposed development at 31-51 Nelson Street, Abbotsford. Council's Civil Engineering unit provides the following information:

CAR PARKING PROVISION

Proposed Development

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	7,153.6 m^2	3 spaces per 100 m^2 of net floor area	214	110
Retail	544.4 m^2	3.5 spaces per 100 m^2 of leasable floor area	19	5
Food and drink	121 m^2	3.5 spaces per 100 m^2 of leasable floor area	4	1
		Total	**237 Spaces**	**116 Spaces**

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

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

Car Parking Demand Assessment

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

- *Parking Demand for Office Use*. Parking associated with office type developments is generally long-stay parking for employees and short term parking (say up to two hours' duration) for customers and clients. The actual parking demand generated by the office is expected to be lower than the statutory parking rate of 3.0 spaces per 100 square metres of floor space, since the area has very good access to public transport services.

The site would be providing 110 on-site parking spaces, which equates to a rate of 1.54 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
Cremorne	
60-88 Cremorne Street PLN17/0626 issued 21 June 2018	0.85 spaces per 100 m^2 (233 on-site spaces; 27,306 m^2)
506 & 508-510 Church Street PLN17/0278 issued 11 January 2018	1.09 spaces per 100 m^2 (226 on-site spaces; 20,744 m^2)
Collingwood	
71-93 Gipps Street PLN16/1150 issued 30 August 2017	0.96 spaces per 100 m^2 (86 on-site spaces; 8,923 m^2)

The proposed on-site office parking rate of 1.54 spaces is considered appropriate, having regarding to the site's good accessibility to public transport services and proximity to Melbourne.

- *Parking Demand for the Retail and Food and Drink Uses*. Customer parking associate with the retail and food and drink uses would be accommodated on-street. The staff parking rate for these uses could be adopted at 1.0 space per 100 square metres. Staff would generate six to seven car parking spaces. The proposed on-site parking provision of six spaces for the retail and food and drink uses is considered appropriate.
- *Availability of Public Transport in the Locality of the Land*. The site is within walking distance of tram services operating along Victoria Street and Church Street.
- *Multi-Purpose Trips within the Area*. Customers, clients and patrons might combine their visits to the development by engaging in other activities or business whilst in the area.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand
Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

- *Availability of Car Parking*. Traffix Group had conducted a spot on-street parking occupancy survey of the surrounding area on Tuesday 29 May 2018 at 10:00am. The survey area was bounded by Church Street, Nelson Street, Victoria Street and South Audley Street. The time and extent of the survey are considered appropriate. An inventory of 158 publicly available spaces was identified. The results of the survey indicate that some 82% of car parking spaces were occupied at that time. All on-street long-stay parking spaces were occupied.
- *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 associated with the office, retail and food and drink uses are considered appropriate in the context of the development and the surrounding area. The office car parking provision for this site is consistent with other large office developments that have been approved in the municipality. Short-stay customer and client parking demands would be accommodated on-street – typical for mixed use developments near or within activity centres.

The Civil Engineering unit has no objection to the reduction in the car parking requirement for this site.

TRAFFIC GENERATION

Trip Generation

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

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Commercial (116 spaces)	0.5 trips per on-site space in each peak hour	Not provided	58	58

Directional Splits and Traffic Distribution

Directional split assumptions in each peak hour for the commercial traffic –

- AM Peak – 10% outbound (6 trips), 90% inbound (52 trips); and
- PM Peak – 80% outbound (46 trips), 20% Inbound (12 trips).

Traffix Group has indicated that some 40% of development traffic would access and exit the site via Nelson Street whilst the remaining traffic would use Victoria Street (20% to the west and 40% to the east). These assumptions are considered reasonable.

The volumes of traffic generated in the AM and PM peak hours are not unduly high and should not adversely impact on the operation of the surrounding road network.

DEVELOPMENT LAYOUT DESIGN

Fieldwork Projects Drawing Nos. TP200, TP201, TP202, TP312 and TP313 Revision B dated 22 August 2018

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – Thompson Street	Not dimensioned on the drawings.
Visibility	A sight triangle measuring 2.0 metres by 2.5 metres has been provided at the exit lane of the entrance as per *Design standard 1 – Accessways* of Clause 52.06-9.
Headroom Clearance	A minimum headroom clearance of 2.735 metres has been provided, which satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Internal Ramped Accessways	The internal ramped accessway has a wall-to-wall width of 6.1 metres which satisfies AS/NZS 2890.1:2004.
Car Parking Modules and Mechanical Parking	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 to 2.9 metres by 4.9 to 5.7 metres) satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9.
Accessible Parking Spaces	The dimensions of the accessible parking spaces and the shared area satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Aisles	The widths of the aisles range from 5.85 to 7.4 metres and satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	The column depths and setbacks satisfy *Diagram 1 Clearance to car parking spaces* of Clause 52.06-9.
Clearances to Walls	Spaces adjacent to walls and the bicycle enclosure (Basement Level 01) have been widened or provided with a minimum of 300 mm and satisfy *Design standard 2*.
Blind Aisle Extensions	Blind aisle extensions of a minimum of 1.1 metres have been provided and satisfy AS/NZS 2890.1:2004.
Motorcycle Spaces	The dimensions of the motorcycle spaces (1.2 metres by 2.5 metres) satisfy AS/NZS 2890.1:2004.
Car Stacker Device	The development would be using the Klaus Trendvario 4100 shuffle type car stacker device. The device would have a useable platform width of 2.6 metres and a lengths of 5.5 to 5.7 metres. The device has a pit depth of 2.0 metres. It is likely that the 4100-200 model would be used.
Floor to Ceiling Height	The stackers have an available floor to ceiling height of 2.8 to 2.85 metres.
Vehicle Clearance Heights	If the Klaus 4100-200 model is used, the vehicle clearance heights for the ground level stacker platforms would be at least 2.4 metres. The stacker satisfies *Design standard 4: Mechanical parking*.

Item	Assessment
Gradients	
Ramp Grade for First 5.0 metres inside Property	The ramp profile (from Thompson Street) comprises a 2.0 metre flat section followed by a 4.0 metre long section at 1 in 10. This ramp profile for the first 5.0 metres inside the property satisfies *Design standard 3: Gradients*.
Ramp Grades and Changes of Grade	Ramp grades have not been dimensioned on the drawings. The ramp grades and the changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9.
Transition Grades at the Base of the 1 in 4 ramp Sections	The lengths of the 1 in 8 transition grades at the bases of the 1 in 4 ramp sections must be no less than 2.5 metres in length in order to satisfy the ground clearance requirements for the B99 design vehicle.
Other Items	
Loading Arrangements	The site does not contain an area dedicated for the receival of goods for the retail and food and drink uses. There is no objection to the use of the on-street public Loading Zones on the north and south sides of Nelson Street for delivering goods to the site.
Waste Collection Area	Not dimensioned on the drawings.
Waste Collection Vehicle - Turning Movements	The swept path diagrams for a 6.34 metre long waste collection vehicle servicing the waste collection area in Basement Level 01 are considered satisfactory.
Numbering of Parking Spaces	Not provided; making space identification difficult.
Contours and Existing Kerb Levels	Not provided on the drawings.

Design Items to be Addressed

Item	Details
Development Entrance	Width to be dimensioned on the drawings.
Accessible Parking Spaces	The shared area is to be infilled with line marking as required by AS/NZS 2890.6:2009.
Ramp Grade Lengths	To be dimensioned on the drawings.
Waste Collection Area	To be dimensioned on the drawings.
Numbering of Parking Spaces	To be numbered on the drawings for easier identification.
Detail Contours	The streetscape drawings must be provided with detailed contours (at 0.1 metre intervals) before approval for the streetscape scheme can be considered by Council. Existing top of kerb levels must also be provided on these drawings.

ENGINEERING CONDITIONS
Civil Works

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

- A streetscape scheme along the site's Cooke Street, Nelson Street and Thompson Street must be prepared and submitted to Council for assessment and approval. The items and works on the scheme include, but are not limited, to the following:
    - The streetscape scheme design must be fully dimensioned. All carriageway and lane widths must be shown on all frontage roads. The existing kerb alignments must also be depicted (using feint, dashed lines).
    - Contours at 0.1 metre intervals and to Australian Height Datum must be provided;
    - All existing roadside objects, furniture, electrical poles and service authority assets are to be depicted on the drawings;
    - The provision of kerb extensions, with returns of 90 degrees;
    - The kerb extensions in Thompson Street and Cooke Street must be symmetrical for both sides of the street (at the intersections with Nelson Street);
    - The kerb extension on the east side of Thompson Street (at intersection with Nelson Street) must be geometrically match the kerb extension on the west side of the street;
    - The kerb extension on the west side of Cooke Street (at intersection with Nelson Street) must be geometrically match the kerb extension on the east side of the street;
    - Provision of drainage infrastructure;
    - On-street parking bays to be dimensioned and provided in accordance with the Australian Standard AS 2890.5 – 1993 and there is to be no net loss of on-street car parking;
    - Proposed street trees are to be repositioned to optimise on-street car parking (where applicable);
    - All footpaths along the road frontages of the site to be reconstructed and have a cross-fall of 1 in 40 or unless otherwise specified by Council;
    - All underground utility services must be identified and depicted on the streetscape design drawings. All services must be proved/depthed.
    - Alignment for underground services to be clear of tree root zones;
    - All new kerb and channel associated with the streetscape works shall be in accordance with Yarra City Council Standard Drawings;
    - The concrete pavement in Nelson Street must remain intact; and
    - Vehicle turning movements for the 12.5 metre heavy rigid vehicle are to be tested for the Nelson Street/Thompson Street intersection.
- Any reconstruction works required to Council infrastructure assets (drainage, road pavements, kerb and channel, footpaths) associated with the streetscape scheme must be undertaken by the Permit Holder to Council's satisfaction. All works must be funded by the Permit Holder.
- The new vehicle crossing on the site's Thompson Street road frontage must be designed and reconstructed in accordance with Council's Standard Drawings, Council's *Infrastructure Road Materials Policy* and engineering requirements. The vehicle crossing must satisfy the ground clearance requirements for the B99 design vehicle. This design must be submitted to Council prior to commencing works.
- To construct the new vehicle crossing, the existing side entry pit must be converted to a grated pit. A new side entry pit with a bicycle safe grate is to be constructed with a pipe

extension to one side of the new vehicle crossing to Council's satisfaction and at the Permit Holder's cost.

- All redundant vehicle crossings must be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost.
- Any existing grates on drainage pits must be replaced with bicycle safe grates.
- The asphalt section of Nelson Street (south flank) along the property frontage must be profiled (grounded to a depth of 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any area/s of any damage caused by the development works and associated utility service trenching in relation to the development along Cooke Street and Thompson Street must be re-sheeted for the full width (with any areas of pavement failure as a consequence of construction traffic must be reinstated with full depth pavement):
    - at the permit holder's cost; and
    - to the satisfaction of the Responsible Authority.
- All redundant property outlet drains from the site must be removed to Council's satisfaction and at the Permit Holder's cost.

Detailed Engineering Design

- Detailed engineering design drawings and calculations for the streetscape scheme design (once approved) are to be submitted to Council for assessment and approval.

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

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

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

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

kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

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.
- 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 ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 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 133.
Sewer Vents	There are two existing sewer vents: one on the west side of Thompson Street and the other within the east-west aligned Right of Way (to the north of 32 Cooke Street). The existing sewer vents could potentially be problematic for occupants/employees of the upper levels of the new building. The developer should liaise with the relevant water authority regarding the sewer vents and ascertain any clearances required from windows. If the vents are still active, measures should be taken by the developer to ensure that fumes do not waft into the new building.
Redundant Pits and Services	Redundant pits/services to be removed and Council assets to be reinstated.
Clearances from Electrical Assets	Overhead power lines run along the south side of south side of Nelson Street, close to the property boundary. The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs
Canopies	Canopies extending beyond the street alignment must comply with the requirements of the *Building Regulations* 2018.

Hi Nik,

The waste management plan for 31-51 Nelson St, Abbotsford authored by Leigh Design and dated 22/08/2018 is not satisfactory from a City Works branch's perspective. Further detail regarding the separation, storage and disposal of e-waste needs to be discussed in preparation for the e-waste to landfill ban set to be introduced 01/07/19.

Regards,

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

City of Yarra PO Box 168 Richmond 3121
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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 *Non-residential 1. 1,000m^2 or greater*.

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 *Fieldwork* (22.08.2018) and the accompanying SMP, prepared by *ADP* (26.06.2018).



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Assessment Summary:

Responsible Planner:		Nik Muhllechner	
ESD Advisor:		Euan Williamson	
Date:	17.09.2018	Planning Application No:	PLN18/0471
Subject Site:		31-51 Nelson Street, Abbotsford.	
Site Area:	Approx. 2,160m^2	Site Coverage:	100%
Project Description:		8 storey office and retail building	
Pre-application meeting(s):		None.	

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

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

(1) Applicant ESD Commitments:

- At least a 20% improvement above the NCC heating and cooling energy efficiency requirements.
- Good daylight to most office areas.
- Horizontal exterior shading (PV arrays) to the northern façade and vertical fins to eastern and western façades to manage solar heat gain.
- ~35 kWp of solar PV integrated into the northern façade as horizontal shading elements.
- A STORM report has been submitted with a 102% score that demonstrates best practice and relies on at least 627m^2 of roof connected to 20,000 litres of rainwater storage proposed to flush toilets for equivalent of 40 people. An additional 671m^2 of terrace connected to 12m^2 of raingarden for filtering.
- 137 bike parking spaces for ~7,700m^2 of NLA, provided for staff and visitors.
- 12 showers and at least 52 lockers to support cyclists riding to work.
- Landscaping on ground floor, terraces and roof will marginally improve the ecological value of the site.
- Electric vehicle charge points.
- Energy efficient lighting.
- Water efficient fixtures and taps.

(2) Application ESD Deficiencies:

- Little access to natural ventilation. Although some doors to terraces are clearly operable, no other information regarding ventilation has been provided. Recommend operable windows to all office areas and mixed mode HVAC, or mechanical ventilation to exceed AS1668 air flow rates by at least 50%.

(3) Outstanding Information:

- The stormwater management plan is using a total site area of 1,889m^2, but council's GIS states the lot is 2,160.5m^2. Please confirm and ensure a consistent response.
- Please clearly show the size and location of the raingarden on all relevant plans and include a section diagram.
- Electric vehicle charge points are included in the SMP. Please confirm the number of location of electric charge facilities and clearly notate on plans.

- Please provide a completed JV3 energy modelling report, or equivalent, prior to occupation demonstrating at least a 20% improvement in heating and cooling energy efficiency requirements of the NCC.
- Please include the type and efficiency standard of the HVAC system in the JV3 energy modelling report provided to council prior to occupation. Recommend mixed-mode, high efficiency VRF HVAC system with a high COP.
- Please include the type and efficiency standard of the hot water system in the JV3 energy modelling report provided to council prior to occupation.

(4) ESD Improvement Opportunities

- Recommend compost system for organic waste management.
- Recommend utilising rainwater for landscape irrigation in an enlarged rainwater tank (<20,000 litres), or additional tank(s).
- Recommend all paints, adhesives, sealants and carpets are low-VOC. Recommend also that engineered timber products are low-emission formaldehyde.
- Recommend building materials selected from sustainable and responsible sources and supply chains.
- Recommend recycled materials incorporated into concrete mixes.
- Recommend timber be recycled or accredited as sustainable by FSC.
- Recommend comprehensive commissioning and tuning of all major appliances and services. Recommend engagement with an independent commissioning agent.
- Recommend an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.

Further Recommendations:

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

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	Little information has been provided.	Although some doors to terraces are clearly operable, no other information regarding ventilation has been provided. Recommend operable windows to all office areas and mixed mode HVAC, or mechanical ventilation to exceed AS1668 air flow rates by at least 50%.	2
Daylight & Solar Access	Good daylight to most office areas.	-	1
External Views	External views from most areas.	-	1
Hazardous Materials and VOC	No information has been provided.	Recommend all paints, adhesives, sealants and carpets are low-VOC. Recommend also that engineered timber products are low-emission formaldehyde.	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: - Little access to natural ventilation. - Good external shading and improved glazing - Good thermal efficiency standards.	Please refer to section on, *NCC Energy Efficiency Requirements Exceeded* and *Effective Shading*	1

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 1. Indoor Environment Quality
Good Environmental Choice Australia Standards www.geca.org.au
Australian Green Procurement www.greenprocurement.org
Residential Flat Design Code www.planning.nsw.gov.au
Your Home www.yourhome.gov.au

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	At least a 20% improvement above the NCC heating and cooling energy efficiency requirements.	Please provide a completed JV3 energy modelling report, or equivalent, prior to occupation demonstrating at least a 20% improvement in heating and cooling energy efficiency requirements of the NCC.	3
Hot Water System	No specific information provided.	Please include the type and efficiency standard of the hot water system in the JV3 energy modelling report provided to council prior to occupation.	3
Peak Energy Demand	Peak demand reduced through various initiatives.	-	1
Effective Shading	Horizontal exterior shading (PV arrays) to the northern façade and vertical fins to eastern and western façades to manage solar heat gain.	-	1
Efficient HVAC system	No specific information provided.	Please include the type and efficiency standard of the HVAC system in the JV3 energy modelling report provided to council prior to occupation. Recommend mixed-mode, high efficiency VRF HVAC system with a high COP.	3
Efficient Lighting	LED lighting throughout, at least 20% improvement on NCC lighting power densities.	-	1
Electricity Generation	~35 kWp of solar PV integrated into the northern façade as horizontal shading elements.	-	1
Other	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 2. Energy Efficiency
House Energy Rating www.makeyourhomegreen.vic.gov.au
Building Code Australia www.abcb.gov.au
Window Efficiency Rating Scheme (WERS) www.wers.net
Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au
Energy Efficiency www.resourcesmart.vic.gov.au

3. Water Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Water efficient taps and fittings throughout, including: - 3 Star WELS showers <7.5 litres/min - 4 Star WELS toilets - 5 Star WELS tapware, and - 5 Star WELS urinals.	-	1
Water for Toilet Flushing	20,000 litre rainwater tank proposed to flush toilets.	-	1
Water Meter	Separate water metering for all tenants and major common area uses.	-	1
Landscape Irrigation	Drought tolerant landscaping.	Recommend utilising rainwater for landscape irrigation in an enlarged rainwater tank (<20,000 litres), or additional tank(s).	4
Other	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 3. Water Efficiency
Water Efficient Labelling Scheme (WELS) www.waterrating.gov.au
Water Services Association of Australia www.wsaa.asn.au
Water Tank Requirement www.makeyourhomegreen.vic.gov.au
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Sustainable Landscaping www.ourwater.vic.gov.au

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 has been submitted with a 102% score that demonstrates best practice and relies on at least 627m^2 of roof connected to 20,000 litres of rainwater storage proposed to flush toilets for equivalent of 40 people. An additional 671m^2 of terrace connected to 12m^2 of raingarden for filtering.	Please clearly show the size and location of the raingarden on all relevant plans and include a section diagram. The stormwater management plan is using a total site area of 1,889m^2, but council's GIS states the lot is 2,160.5m^2. Please confirm and ensure a consistent response.	3
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	-	-	-
Stormwater Treatment	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 4. Stormwater Management
Melbourne Water STORM calculator www.storm.melbournewater.com.au
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

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.	Recommend building materials selected from sustainable and responsible sources and supply chains.	4
Embodied Energy of Concrete and Steel	No information has been provided.	Recommend recycled materials incorporated into concrete mixes.	4
Sustainable Timber	No information has been provided.	Recommend timber be recycled or accredited as sustainable by FSC.	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

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 proposed in basements	-	1
Bike Parking Spaces	137 bike parking spaces for ~7,700m^2 of NLA, provided for staff and visitors.	-	1
End of Trip Facilities	12 showers and at least 52 lockers to support cyclists riding to work.	-	1
Car Share Facilities	No information has been provided.	-	1
Electric vehicle charging	Electric vehicle charge points are included in the SMP.	Please confirm the number of location of electric charge facilities and clearly notate on plans.	3

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 6. Transport
Off-setting Car Emissions Options www.greenfleet.com.au
Sustainable Transport www.transport.vic.gov.au/doi/internet/icy.nsf
Car share options www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/
Bicycle Victoria www.bv.com.au

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 minimum 80% recycling/reuse target for construction and demolition waste.	-	1
Operational Waste Management	Separate waste streams (general and recycling), as well as a hard waste area.	Recommend compost system for organic waste management.	4
Storage Spaces for Recycling and Green Waste	Space for waste streams has been included on the basement 1 waste room.	-	1
Others	-	-	-

*** Council Assessment Ratings:**

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

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

8. Urban Ecology

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	NA
Maintaining / Enhancing Ecological Value	Landscaping on ground floor, terraces and roof will marginally improve the ecological value of the site.	-	1
Heat Island Effect	Heat Island effect addressed to some extent through various measures.	-	1
Communal spaces	Some communal spaces for staff and building users on terraces and roof.	-	1
Green wall	-	-	-

*** 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

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

10. Construction and Building Management

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	No information has been provided.	Recommend comprehensive commissioning and tuning of all major appliances and services. Recommend engagement with an independent commissioning agent.	4
Building Users Guide	Building Users information explaining optimal usage of building services and sustainability features within the development.	-	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	-	1
Construction Management Plan	No information has been provided.	Recommend 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



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.

Planning Referral

To:	Nikolas Muhllechner
From:	Julian Wearne
Date:	08/10/2018
Subject:	Strategic Transport Comments
Application No:	PLN18/0471
Description:	Construction of a seven storey building plus two basement levels and a roof top terrace, the use of the land as offices, shops and food and drink premises (cafe) and a reduction in the car parking requirement.
Site Address	31 - 51 Nelson Street, Abbotsford

I refer to the above Planning Application referred on 07/09/2018, and the accompanying Traffic report prepared by Traffix Group in relation to the proposed development at 31 - 51 Nelson Street, Abbotsford. Council's Strategic Transport unit provides the following information:

Access and Safety
No significant access or safety concerns have been identified.

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	7059 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	24 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	7 visitor spaces.	
Retail premises (other than specified in this table)[1]	660 sqm	1 employee space to each 300 sqm of leasable floor area	2 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	1 visitor spaces.	
Bicycle Parking Spaces Total			**26 employee spaces**	**120 spaces**
			8 visitor spaces	
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**3 showers / change rooms**	**12 showers / change rooms**

The development provides a total of 86 additional bicycle spaces over the total number required by the planning scheme, however no spaces have been clearly designated for visitor use.

[1] *Under the provisions of 52.34 and 73.04-11 this includes both the retail and food and drinks premises uses.*

Adequacy of visitor spaces
No spaces are noted as visitor bicycle parking spaces, or are appropriately located or designed for visitor use. This is unacceptable for the following reasons:

- Visitor and employee bicycle spaces have different access and security requirements. The spaces provided at ground-floor all appear to be located in a secure facility inaccessible to visitors to the site, whilst the spaces within the basement are hanging spaces in a location not convenient for short term use.
- At minimum 15 visitor spaces should be provided for the following reasons:
    - Council's best-practice guidance recommends a rate of 1 visitor spaces to each 500sqm of office floor area, generating a recommended provision of 14 visitor spaces.
    - 1 visitor spaces are required to meet the retail requirement.
- All visitor spaces should be provided as horizontal at-grade spaces.
- Ideally all visitor spaces should be externally accessible (e.g. within a ground-floor setback, or located on the kerb outstands).
- Given the relatively unconstrained site, it is highly recommended all visitor spaces are at ground-floor.
- It is understood Council's Urban Design Unit has recommended 2 bicycle hoops (i.e. 4 spaces) could be comfortably accommodated within the streetscape. The remaining 11 visitor spaces should be located within the subject site's title boundaries.

Adequacy of employee spaces
Number of spaces
Given none of the bike spaces are suitable as visitor spaces, the proposal includes an additional 94 employee spaces above the requirements of the planning scheme. This exceeds best practice and is acceptable. The following is noted:

- The subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and
- both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- Council's best-practice guidance recommends a rate of 1 space to each 100sqm of office floor space[2] and the statutory rate for the retail uses. This generates a recommended rate of 73 employee spaces. Alternatively, if the scale of the development is reduced the same rates should apply.
- It would be acceptable if the number of employee spaces is reduced to provide visitor spaces at ground-floor.
- The number of end-of-trip facilities appears adequate.

Design and location of employee spaces and facilities
Employee and resident spaces are additional located and designed for the following reasons:

- The majority of employee bicycle parking (72 of 120) is located at ground-floor in a secure location which is easily accessible and in close proximity to lift-shafts and other access points.
    - 50% of bicycle spaces within this space are designated as horizontal at-grade spaces, above the 20% requirement of AS2890.3
    - This facility is considered more than adequate and is supported.
- The remaining employee bicycle parking spaces (48 of 120) are within the basement and consist of hanging spaces.

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

    - These spaces are not within a secure facility and therefore do not comply with the requirements of AS2890.3 (a car park does not constitute a secure facility);
    - However, given Council's recommended rate of employee spaces is almost entirely contained (72 of the 73 recommended spaces) within the ground-floor secure facility, these spaces can be considered overflow facilities and it is *acceptable* that they are not within a secure compound.
    - Despite this, it is still recommended the basement spaces are made secure as they are more likely to be used in future.
- All bike spaces and accessways appear to meet the clearance requirements of AS2890.3 and can be supported.

Electric vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Additionally, the applicant's Sustainable Management Plan (SMP) indicates that electric vehicle (EV) charging will be provided as part of the development. Provision of EV charging points should be noted on the plans. Additionally to allow for easy future expanded provision for electric vehicle charging, all car parking levels should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.

Green Travel Plan

Given the development has a total non-residential floor area of more than 1,000sqm, pursuant to Clause 22.17-4 a Green Travel Plan (GTP) must be provided. The following information should be included:

(a) a description of the location in the context of alternative modes of transport;
(b) employee resident welcome packs (e.g. provision of Myki/transport ticketing);
(c) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
(d) a designated 'manager' or 'champion' responsible for coordination and implementation;
(e) details of bicycle parking and bicycle routes;
(f) details of GTP funding and management responsibilities;
(g) the types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e. hanging or floor mounted spaces);
(h) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
(i) security arrangements to access the employee bicycle storage spaces; and
(j) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
(k) Reference to EV charging facilities; and
(l) provisions for the Green Travel Plan to be updated not less than every 5 years.

Recommendations

The following should be shown on the plans before endorsement:

1. A minimum of 15 visitor bike spaces to be noted as specifically for visitor use, in a location easily accessible and useful for visitors to the site.
    a. All visitor spaces must be provided as horizontal at-grade spaces.
    b. Visitor spaces should be provided at ground-floor in an externally accessible location.
    c. At minimum 11 of the 15 visitor spaces must be provided within the title boundaries of the subject site. It is acceptable for the remaining 4 spaces to be provided within the proposed kerb outstands or in another location within the public realm.
    d. Spaces and accesways should meet the clearance requirements of AS2890.3 or be to the satisfaction of the responsible authority.

2. The plans must note the provision of electric vehicle (EV) charging locations. If EV charging is not proposed within each basement level, a minimum 40A single phase electrical sub circuit should be installed to each basement level to facilitate future expansion of EV charging facilities.

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

Regards

Julian Wearne

Sustainable Transport Officer
Strategic Transport Unit

Memo

To:	**Nikolas Muhllechner**
Cc:	
From:	**Julia Mardjuki**
Date:	**4 October 2018**
Subject:	**PLN18/0471 – 31 - 51 Nelson Street, Abbotsford - Open Space Referral**

diverse

vibrant

exciting

inclusive

Dear Nik

Please find comments below in reference to the proposed development at 31 Nelson Street, Abbotsford. The comments refer to the documents and plans provided by Coolth dated 13 June 2018.

I require further information on these items, please provide:

1. Paving details including materials proposed, also provide a typical section through the ground floor and balcony paving.
2. Information on the height and width of all proposed planters. Include information about the soil media, any irrigation systems, drainage outlets and the specific mineral mulch material proposed on the planter details.
3. Details on the vertical green systems proposed.
4. Details of the furniture systems on the terrace balconies.

I require these items clarified on the drawings:

1. On the Ground Floor Plan, the title block is sitting over the east side of the drawing. Please change the layout so any information on the Thompson Street side can be seen. The Architecture Plans from Fieldwork show a planter on that side.
2. The details on TP001 need to be referenced accurately.
3. Provide finished floor levels on the landscape plans.
4. On the level 7 planting layout plan, there are two call outs for 'TL' that point to tiles, please clarify location of trees. There are no call outs for the east side of the terrace balcony. Please clarify proposed planting on that side.
5. On level 6, what is the barrier between the terrace balcony on the south side and the rooftop services?

General comments

1. Provide a design proposal for the Council right of way parcel and show how it can be integrated into the development given the significant trees will be removed for the development, and Council's Streetscapes and Natural Values team have proposed removal of the other trees in that section.
2. Consider the inclusion of more planter boxes on the northern façade of the building on levels 2-6, as per the level 1 treatment.
3. Consider adding intermittent vertical green systems on higher levels e.g. 3 and 5 to create a more successful green wall system.
4. Consider replacing the timber paling fence on the south side of the Council right of way parcel to something more sympathetic to the development.
5. Consider the width of the walkthrough area on the south side of the development. Currently 800mm is nominated on the landscape plans however this is too narrow to meet current standards and it might be beneficial to setback the building, look at an alternate treatment to the planting such as the grass pave, or look at a reduction in one side of the proposed planters to allow a minimum 1.2m distance through that space.
6. The planting proposed in the southern walkway, *Hakea luarina* and *Anigozanthos 'Bush Gold',* thrive in full sun and the walkthrough will be overshadowed for at least half of the day, we recommend considering alternate species selections in that space.
7. The architectural plans show two planting beds on the north side of the ground floor and one of the east side, these are not reflected on the landscape plans. The addition of further green elements would be beneficial to the development, consider including these in the landscape plans.
8. Are there any climbing plants proposed for the pergolas on levels 5 and 7? Consider including them if not to add shade and further green elements to the building. Include details of any associated planters for that if proposed.

Please feel free to contact me if you would like me to clarify any of these points.

Sincerely,

Julia Mardjuki
Open Space Planner

Memo

diverse

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To: Nikolas Muhllechner

Cc: Carrie Lindsay, Paul Whitten and Glen Williames

From: Craig Lupton

Date: 21 September 2018

Subject: RE: PLN18/0471 – 31 - 51 Nelson Street Abbotsford Vic 3067 - Streetscapes and Natural Values Comments

Dear Nik

The Streetscapes and Natural Values Team provides the following comments in relation to PLN18/0471: 31 - 51 Nelson Street Abbotsford Vic 3067:

Accompanying this memo is a spreadsheet that provides tree amenity values, removal costs and replacement planting costs in the streetscape as indicated in the proposed landscape plan.

Existing Trees

- Trees 1, 6, 7 & 8 located in the area of 'open space' to the south west of the site are recommended for removal due to their poor condition.
- Trees 3 and 4 will require a local law permit for removal as the tree has a trunk diameter of 400 mm or greater measured at 1500 mm (1.5m)

Proposed Tree Placement

- The proposed nature strip tree locations will not reduce parking on Nelson Street. There is an increase in trees from 1 existing, to 5 proposed.
- There is reduced tree planting in Thompson Street where there are no powerlines (3 street trees existing, 1 proposed. (This does not take into consideration tree 4 a mature *Eucalyptus spp* on the east boundary of the site which also adds value and will not be replaced)
- The footpath extension in Thompson St needs to be approved by engineering prior to planting consideration.
- There is increased planting of street trees in Cooke Street (1 existing, 4 proposed). This will reduce car parking by approximately 2 - 3 spaces. This street is partially affected by overhead powerlines.
- There are no proposed replacement trees for the reserve to the south of the site
- There is one span of LV running from Cooke St along Nelson Street, It is suggested that the applicant lobby the power authority to change the Open Span LV to Aerial Bundled Cables (ABC) and provide greater overhead space for tree canopy.
- There are no overhead powerlines in Thompson Street. This allows for planting of large canopy trees
- There is a gap to the north of Cooke St where there is no overhead powerline. This also allows for planting of a large canopy tree.

Species Selection

- *Corymbia sensuous* is too small to be planted in the streetscape and does not provide a sufficient canopy. The use of this species needs reviewing.
- *Corymbia sensuous*, *Banksia serrata*, *Callistemon viminalis* are all proposed for planting on levels 4, 5 and 7. The use of said species cannot be confirmed until the following information is provided:

    - Soil volume and container measurements
    - Maintained tree height/size
    - Watering system and regime

- There appears to be no proposal to replace the 4 trees proposed for removal in the area of 'open space' to the south west of the site. This area of 'open space' appears to be comprised of two separate titles a) Council Title and b) Private Title (Vacant). Council's Coordinator Open Space Planning and Design should be consulted in relation to the tenure and future use of this area of /open space'

Summary

- Species selection should consider larger trees in the streetscape and smaller trees on the site
- The proposed development should consider the water catchment and its use in an irrigation system to be considered in the initial stages of design
- The applicant should cover all costs for tree removals, loss of amenity, and replacement planting (see the attached spreadsheet for a breakdown of costs)
- The applicant should cover the costs of underground power supply or reduction of open span LV to ABC to the north west of the site in Nelson Street.

If you have any further questions, please do not hesitate to contact me on 0419 099 547.

Kind Regards

Craig Lupton
Coordinator Streetscapes and Natural Values

MeMO

TO:	**Nikolas Muhllechner (Statutory Planning)**
FROM:	**Blake Farmar-Bowers (Urban Design)**
DATE:	13 November 2018
SUBJECT:	31-51 Nelson Street, Abbotsford
APPLICATION NO:	PLN18/0471– Planning application
DESCRIPTION:	Use and development of the land for the construction of a seven storey building plus two basement levels and a roof top terrace, the use of the land as offices, shops and food and drink premises (cafe) and a reduction in the car parking requirement.

COMMENTS

Urban Design comments have been sought on the above application, in particular on the proposed public realm impacts and any public works proposed in the area. Note the extent of this review is limited to the proposed development's integration with the streetscape and public realm and excludes rooftop landscapes.
(Comments refer to application drawings available as at 07 September 2018)
Comments are provided below and attached annotated plan and sections.

Ensure both sides of the street (including opposite building lines) are shown within documentation.

On-street Parking

Preliminary comments provided in February 2018 stated parking could be rationalised however no net loss of parking is to occur.
Refer to diagram below illustrating existing parking bays. Ensure all existing parking bays are noted within documentation.



Existing parking bays

Ensure all parking bay dimensions are compliant with AS 2890.5-1993.

- Width- minimum 2.1m
- Length- (open ended) 5.4m
- Length- (intermediate space) 6.0 - 6.7m
- Length- (end space obstruction) 6.3m minimum or as above.

Parking bays are to offset 10m from adjacent intersections (measured from kerb invert).
Apply 1m setback between vehicle crossover and on-street parking (Thompson Street).

Outstands
The preferred geometry of outstand returns is 90 degrees and the tightest radii possible should be applied.

Pram ramps
Pram ramps on Nelson Street need to be shown. Locate pedestrian crossings in alignment with building line. Ensure a minimum 1.5m wide pram ramp is attained (1.8m wide is preferable).

Nelson Street
Confirm functional layout dimensions. Existing kerb line appears to have been shifted north. Parking bay is to include 450mm channel width rather than extend from lip of channel.
For clarity please show following alignments;

- Full width of street
- Concrete carriageway
- Kerb and channel (including back of kerb, invert, and lip of channel).

Thompson Street
Thompson Street is a two-way street, and as such proposed outstand improvements should be symmetrical. Design of this intersection is required to include both east and western sides of Thompson Street.

Given Thompson Street caters for truck access any modifications at Nelson Street requires the following testing.

- 12.5m Heavy Rigid Vehicle swept paths into / out of Thompson Street via Nelson Street.

Implementation as part of this development is to be limited to the Western outstand only.

Cooke Street
Cooke Street is one-way and may be throttled on one side of the carriageway only.

Preliminary comments had suggested the creation of public open space in the reserve located on Cooke Street. This initiative is not supported as the size and street frontage of this nominated site doesn't meet minimum Open Space requirements. Furthermore given this is a commercial development, a public open space contribution is not required.

As such the intent to extend the Cooke Street outstand south is not supported, particularly given the current scheme is losing on-street car parking.
Outstand can be extended to 10m from Nelson Street intersection.

Existing bluestone pitcher crossover is to be removed and reinstated with a standard YCC footpath and kerb and channel.

Street Tree planting
As noted within preliminary comments it is recommended to use the largest tree species possible to compete with the scale of the existing CUB brick façade and proposed development. This directive is also aligned with Yarra City Council's Urban Forest Strategy 2017.

Given the scale of built form the upper level encroachment of the façade system (over the title boundary) is not supported. On Nelson Street a 1m setback (width of façade framing) will allow for larger tree species and increase offset to building façade, awning and utility poles.
It is preferable to locate trees away from the Nelson Street carriageway to avoid canopy and vehicle clashes.

It is recommended that the central Nelson Street trees are located within the parking bay alignment as on-grade tree pits. Channel profile should be investigated to attain passive irrigation to these tree pits. Recommend trees are aligned with a 500mm offset to channel lip.

Nominated species *Corymbia citriodora 'Secentuous'* at 7m H x 3m W is considered too small.
As noted in attached section trees are to be a minimum size of 10m high x 5m wide.

To ensure a high quality soil structure is achieved, and thus the highest likelihood of tree success Stratacell root cells are to be installed for all large trees. To accommodate the required growing volume this is to be implemented as a linear tree vault extending under both the on-street parking and footpaths (pending confirmation of service alignments).

If service alignments prohibit planting of large trees within the alignment of on-street car parking, the building will be required to be further setback from the title boundary to accommodate tree planting within the footpath.

Planting
Show proposed species for ground floor garden beds on Nelson and Thompson Streets.
Refer to Open Space Referral comments.

Services
Undertake service proving to ascertain the alignment and depth of existing services.
To reduce interference of overhead power lines on tree canopies either continue bundling cables for western portion of overhead power lines or investigate undergrounding these services. This may alleviate/ avoid clash with façade and utility pole located on Nelson Street.

Drainage
Show existing pits and illustrate how proposed layout is addressing drainage requirements.
Drawings suggest Nelson Street trees are located within (raised) outstand tree pits.
It is recommended that intermediate tree pits are on-grade as per *YSD709 – Tree surrounds- road and footpath treatment.* Explore opportunities for passive irrigation.

Pavements
All pavements are to be reinstated as asphalt footpaths.

Nelson Street should be reinstated with charcoal coloured concrete kerb and channels as per *YSD301 – Concrete Kerb & Channel Sections* and applied to extents of outstands.
Existing bluestone kerb and channels on Thompson and Cooke Street should be reinstated as per in-situ materials.

- Cooke Street: *YSD 306 Pitcher kerb & two Pitcher Channel.*
- Thompson Street: *YSD317* Dressed kerb with two and half pitcher channel*. *Slight modification required.

Vehicle crossover on Thompson Street: *YSD602- Bluestone Vehicle Crossing*

All proposed streetscape materials should be as per Technical Notes: City of Yarra Public Domain Manual and Yarra Standard Drawings.

Bicycle Hoops
Due to available footpath widths bicycle parking is to be located at outstands to ensure required clearances are maintained without comprising on minimum pedestrian clear paths of travel.
2 No. bicycle hoops can be located within streetscape to contribute to visitor bicycle parking as noted on attached plan.

Nominated bicycle hoops should be as per Technical Notes: City of Yarra Public Domain Manual.

Furniture
To improve streetscape amenity it is recommend to locate furniture at outstands as noted on attached plan. 2 No. *Timber seats with backs* (one each at Cooke and Thompson Street outstands) as per Technical Notes: City of Yarra Public Domain Manual.

ROW and Vacant Block
The following sites should be addressed given their proximity to this development site.

- Right of Way (Council Owned)
- 34 Cooke Street (Vacant Block owned by same developer Nelson Property Holdings)

It is recommend that the applicant nominate a suitable ‘soft’ landscaped treatment.

Note existing trees shown to be retained are of low value and may be substituted with an approved alternative planting strategy. Council are willing to discuss a suitable maintenance agreement for aforementioned sites.

Laneway link
Ensure a minimum 1.2m wide pedestrian link is provided to connect to Southern laneway. Ensure path width is consistent between discipline packages. (Architectural drawings: appropriately 1.4m width, Landscape drawings: 900mm).

NELSON STREET

ALIGN PEDESTRIAN CROSSINGS & PRAM RAMPS TO TITLE BOUNDARIES. MAINTAIN 1.5m MIN. WIDE CLEAR PATH OF TRAVEL (1.8m PREFERRED)

NEW YCC BICYCLE HOOP (BH)

10m PARKING SETBACK (FROM INTERSECTION)

ADDRESS DRAINAGE REQUIREMENTS. E.G. MODIFIED PIT LOCATIONS

CONTINUE BUNDLING OF OVERHEAD POWER LINES TO REDUCE IMPACT ON TREE CANOPY AS PER EASTERN SEGMENTS

NEW YCC TIMBER SEAT WITH BACK (SwB)

NEW OUTSTAND TREE PLANTING (OS). MIN. 10m HIGH x 5m WIDE

NEW TREE PLANTING ALIGNED WITH ON-STREET PARKING BAYS (P-B). MIN. 10m HIGH x 5m WIDE

REMOVE VEHICLE CROSSOVER & REINSTATE FOOTPATH TO YCC STANDARD DETAILS

DESIGN A SYMMETRICAL OUTSTAND TREATMENT AT THOMPSON STREET. TEST SWEPT PATHS. IMPLEMENT WEST SIDE ONLY.

ROW & VACANT BLOCK

PROPOSE 'SOFT' LANDSCAPE TREATMENT TO RIGHT OF WAY & VACANT BLOCK (34 COOKE STREET).

ENSURE 1.2m MINIMUM WIDTH IS PROVIDED FOR LINK TO LANEWAY

RATIONALISE ON-STREET CAR PARKING (NO NET LOSS). ENSURE DIMS. ARE TO AS 2890.5-1993

1m SETBACK BETWEEN VEHICLE CROSSOVER & ON-STREET CAR PARKING

COOKE STREET

THOMPSON STREET

EX. PARKING

EX. LANEWAY

EX. PARKING

BH

SwB

OS

P-B

PIT

10m

1m

A

B

1

2

3

4

5

6

7

8

9

10

11

12

13

31-51 NELSON STREET, ABBOTSFORD

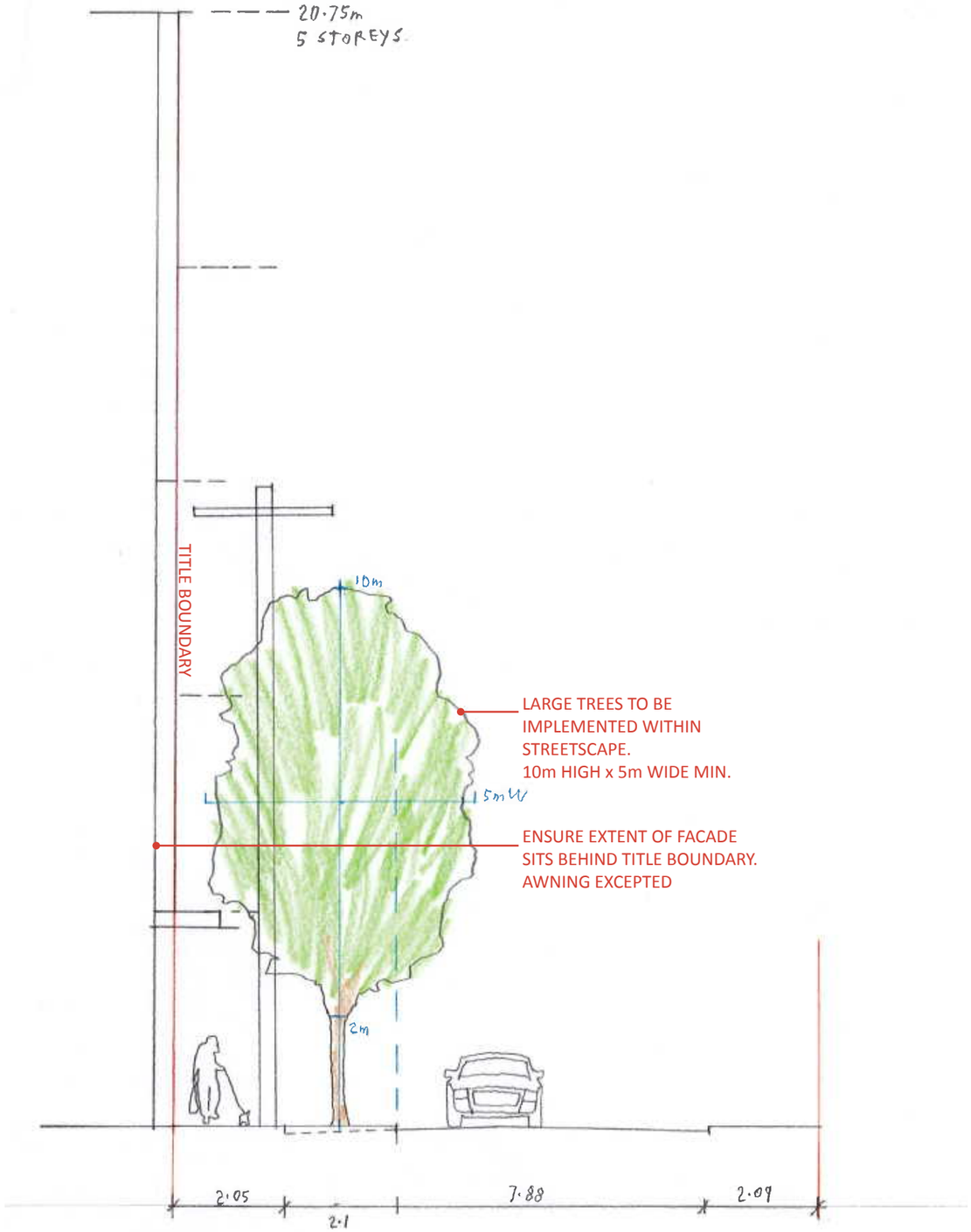
APPLICATION NO: PLN 18/0471

YARRA CITY COUNCIL

URBAN DESIGN COMMENTS

13.11.2018

OVERALL PLAN 1:250 @ A3

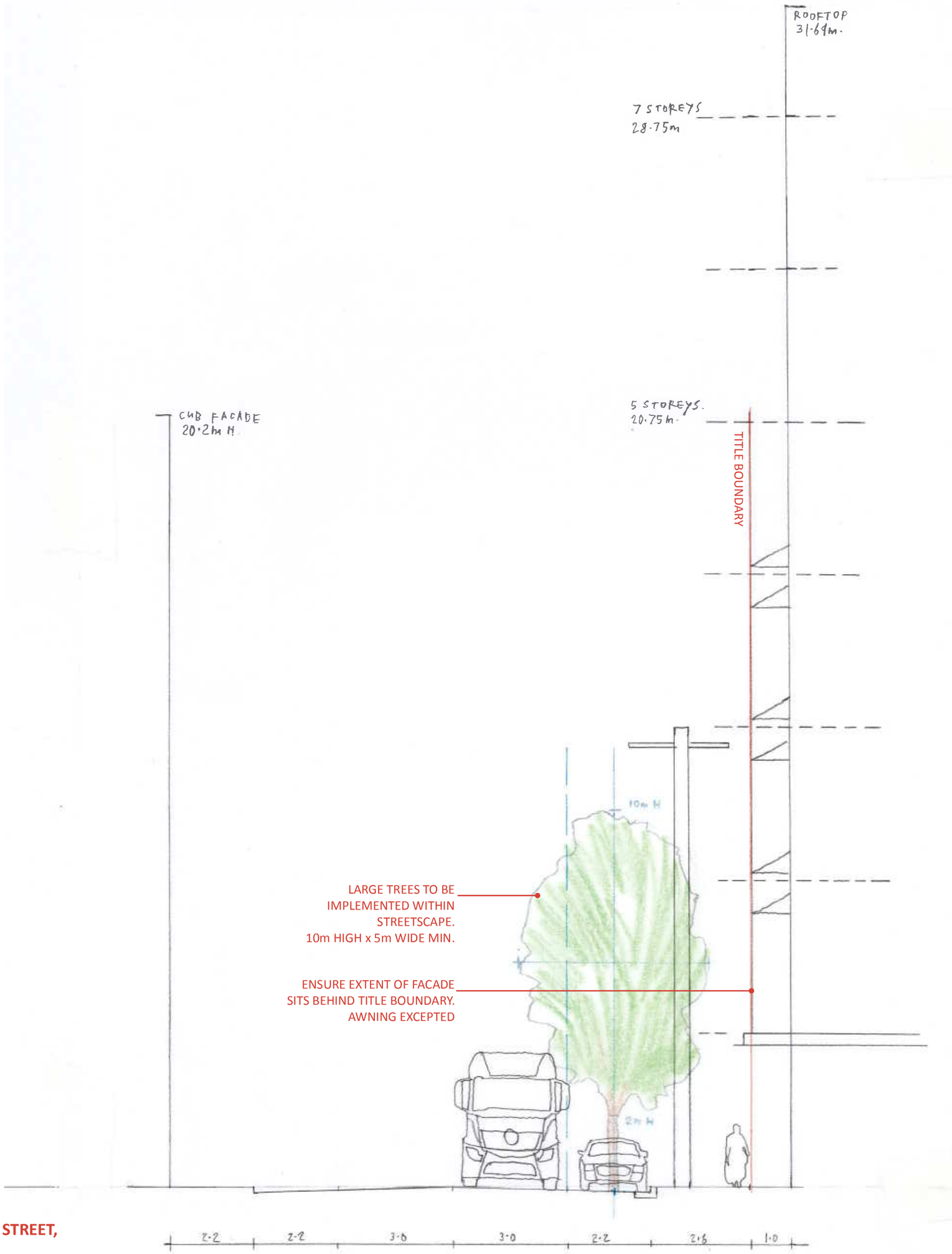


LARGE TREES TO BE IMPLEMENTED WITHIN STREETSCAPE.
10m HIGH x 5m WIDE MIN.

ENSURE EXTENT OF FACADE SITS BEHIND TITLE BOUNDARY. AWNING EXCEPTED

31-51 NELSON STREET, ABBOTSFORD
APPLICATION NO: PLN 18/0471
YARRA CITY COUNCIL
URBAN DESIGN COMMENTS
23.10.2018

SECTION A
COOKE ST OUTSTAND 1:100 @ A3



NELSON ST OFFICES

NELSON STREET SETBACK & TREE PLANTING

31-51 NELSON STREET, ABBOTSFORD

APPLICATION NO: PLN 18/0471

YARRA CITY COUNCIL

URBAN DESIGN COMMENTS

23.10.2018

SECTION B

NELSON ST 1:100 @ A3

Urban Design Memo

To:	Nikolas Muhllechner	Date:	25.10.2018
Company:	City of Yarra	From:	Hansen Urban Design Team
Re:	**31-51 Nelson Street, Abbotsford**		

Thank you for the opportunity to review the application package for the proposed 7 storey office development at 31-51 Nelson Street, Abbotsford, as outlined in the amended application plans prepared by Fieldwork dated 22 August 2018. Following our site inspection, we have reviewed the relevant background drawing upon planning policy, analysis of the urban context and on our own intimate knowledge of the Abbotsford area. We provide the following assessment in relation to urban design matters:

Site and context

The subject site is located on the south side of Nelson Street, a local street which runs off South Audley Street, westward to Church Street. The site is consolidated, comprising three lots and is irregular in shape having a frontage of 63.91m to Nelson Street, 21.09m to Cook Street and 43.61m to Thompson Street, resulting in a total area of 2.169m^2. It also abuts a north-south aligned right-of-way to the south and is relatively flat. The land comprises an asphalt apron and is currently used as a car park associated with the Carlton Brewhouse and the Carlton United Brewery (CUB). The site boundary is composed by an intermittent shrub landscape buffer and a few street trees, within the site there are isolated trees and small patches of understorey planting.

Nelson Street displays a unique and robust, mainly industrial streetscape frontages from 1 to 5 storey buildings and at-grade car parks. The surrounding area comprises a diverse mix of single storey Victorian terraces, commercial and industrial forms fronting. The site is located 150m north of Victoria Street commercial precinct, one of five Major Activity Centres within the City of Yarra.



Site Context (nearmap)

The key site interface conditions are as follows:

- To the immediate **north** is Nelson Street, an approximately 15m local street, which accommodates two-way traffic, providing access between South Audley Street and Church Street (a length of approximately 295m). It comprises parallel kerbside parking on both sides of the street and narrow footpaths.
- On the opposite site of Nelson Street is the expansive Carlton United Brewery with a robust brick boundary wall of varied heights, being the highest point approximately 20m in front of the study site.
- To the immediate **east** is Thompson Street, an approximately 12m local street, providing access to Victoria Street commercial precinct to the south. It comprises parallel kerbside parking on both sides of the street and narrow footpaths.
- On the opposite side of Thompson Street is the Carlton Brewhouse Café placed in the corner of Thompson and Nelson Street. It has an atrium of approximately 21m depth and one storey building. Abutting this property there are series of one to two storey attached industrial warehouse buildings with diverse setbacks at 10-22 Thompson Street.
- To the immediate **south-east** is a series of single storey industrial buildings.
- To the immediate **south** is the end of an approximately 4.6m wide north-south laneway.
- To the immediate **south-west** is a small Council reserve and a vacant parcel of land which act as a landscape buffer between the site and a row of attached single storey Victorian terrace houses at 6-32 Cooke Street.
- To the immediate **west** is Cooke Street, an approximately 12m wide local residential street, providing access to Victoria Street commercial precinct. It comprises parallel kerbside parking on both sides of the street and narrow footpaths.
- On the opposite side of Cooke Street lies 13-29 Nelson Street, asphalt apron currently used as car park and a series of attached single storey Victorian terrace houses.

The surrounding context has a varied subdivision pattern, whereby heritage terraces are interspersed with heritage factory buildings and post-war warehouses as well as more modern and contemporary developments comprising a mix of commercial and residential uses. This results in a diverse built form character and existing heights range from 1 to 5 storeys, including a number of emergent multi-level mixed use development.



Subject site – 31-51 Nelson Street



North – robust wall of the Carlton United Brewery



East – Carlton Brewhouse Café



South-east – single storey industrial building at 17 Thompson Street



South-west – council reserve, vacant parcel of land and a row of single storey Victorian terrace houses



West – Cooke Street looking south

Proposal

The proposal comprises a 5 to 7 storey office building plus basement levels and various roof top terraces.

Specifically, the proposal comprises the following characteristics:

- 7 levels of office space with approximately 7.058.8m^2 in total;
- A café space of 121m^2 and two retail tenancies (total 539m^2) in the ground level, providing active frontages;
- Provision for 116 car spaces and 12 motor-bike spaces;
- Provision for 48 bicycle parking in the basement and 89 bicycle parking plus end of trip facilities located in the ground level;
- Vehicle entry to Thompson Street and ramp access at ground level;
- Three lift cores and open stairwells access positioned centrally along the northern and eastern façade;
- Terrace and garden area with approximately 163m^2 at ground level, 85.1m^2 at level 1, 79.6m^2 at level 2, 215m^2 at level 3, 108.3m^2 at level 4, 384m^2 at level 5, 270m^2 at roof level and 1.392.4m^2 in total.

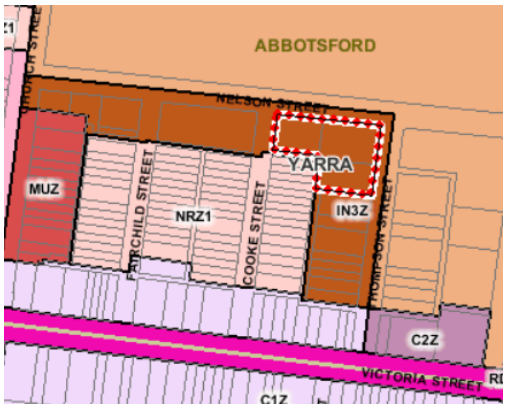


Proposal from the corner of Nelson Street and Cooke Street

Planning Policy

The subject site is located within the **Industrial 3 Zone (IN3Z)** which seeks to:

- *To provide for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict.*
- *To provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community.*
- *To allow limited retail opportunities including convenience shops, small scale supermarkets and associated shops in appropriate locations.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.*



Zone extract

The following State and Local planning policies are considered relevant:

- Clause 11 – Settlement;
- Clause 15 – Built Environment and Heritage;
- Clause 17 – Economic Development;
- Clause 21.03 – Vision;
- Clause 21.04 – Land Use;
- Clause 21.05 – Built Form;
- Clause 21.07 – Environmental Sustainability;
- Clause 21.08 – Neighbourhoods;
- Clause 22.05 – Interface Uses Policy;
- Clause 22.07 – Development Abutting Laneways;
- Clause 22.10 – Built Form and Design Policy; and
- Clause 22.17 - Environmentally Sustainable Development.

Other relevant documents include:

- City of Yarra Urban Design Strategy (2011);
- City of Yarra Built form Review (2003);
- Victorian Urban Design Charter (2010); and,
- Urban Design Guidelines for Victoria (2017).

Urban Design Assessment

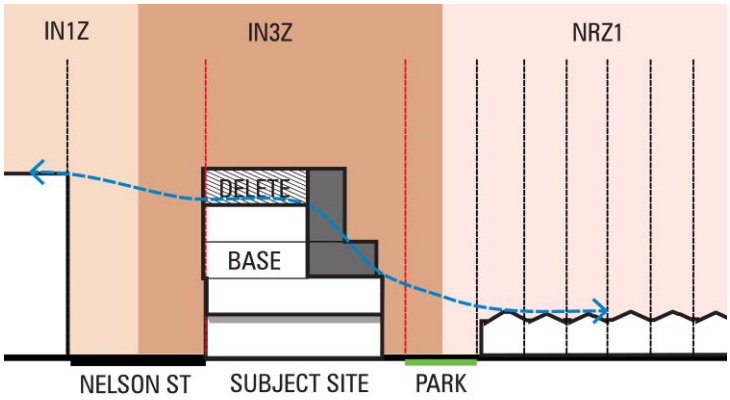
Strategic Context and Urban Form

- At a strategic level, the Yarra Planning Scheme seeks to maintain the City's urban character as a *'low-rise urban form with pockets of higher development'*. Clause 21.05 – 2 states that low- rise building heights within the municipality predominantly vary between 1-2 storeys, with instances of 3-4 storey buildings. Pockets for higher development are Strategic Redevelopment Sites or within Activity Centres and should generally be no more than 5-6 storeys, unless specific benefits can be achieved.
- The site sits outside an Activity Centre and has not been specifically identified as a Strategic Redevelopment Site. Observations of the site's physical context to the north, however reveals an established and evolving character within the Core Industrial Area that has begun to transform this historically low-rise industrial context into one of the pockets of higher development as referred to in the MSS – similar to that seen in the 'Gipps Street' industrial precinct. Taller built forms within the Core Industrial Area include:
    - Carlton United Beverages (CUB) site, Abbotsford – 5-9 storeys (Constructed); and
    - 32-69 Mollison Street and 10 Victoria Crescent, Abbotsford – 5 storey (conventional 6 storeys) (Permit)
- The site is located at the fringe of the Core Industrial Area which is a large industrial precinct centred around the CUB. The Planning Scheme recognises that there is tension between industrial development and residential areas when they are close to each other. The subject site located within the Industrial 3 Zone has been designated to protect the viability of industrial development in the industrial zone and residential amenity within residential areas.
- This pocket of taller built forms is distinct from the buildings that will emerge along the Victoria Street corridor (MAC), which has a more 'street based' urban form response. Victoria Street MAC invites a street oriented streetscape response that contributes to the activation of public realm and pedestrian amenity, resulting in a different scale, form and architecture. These areas will be recognisable from each other as having a different, identifying character. On this basis, a taller building on this site will not undermine both the anticipated urban hierarchy and legibility of the Victoria Street MAC to the south.
- Clause 21.05 sets out objectives and strategies for urban design. Most relevant is the objective for non-residential areas is to improve the interface of development with the street in non-residential areas, with strategies referring to *'allowing flexibility in built form in areas with a coarse urban grain (larger lots, fewer street and lanes)'*, and requiring new development to integrate with the public street system.
- Importantly, the design guideline at Clause 22.10-3.3 states that the height of any portion of the new development *'should be guided by its' visual impact and off-site amenity impacts on surrounding properties such as overshadowing, visual bulk, day lighting to habitable rooms and overlooking'.* A response to this guideline will be necessary to determine appropriate response for building massing and scale for the site.

Visual Impact

- The subject land sits within a physical context that is both established and evolving. While, its immediate southern interface along Cooke Street is one that is an established residential area affected by a Heritage Overlay, the remaining interfaces are subject to change, noting its position within the Industrial 1 and 3 Zone and the profile of the 4-5 storey robust brick building along Nelson Street. The manner in which development at the site's edges responds with existing and emerging streetscapes demands careful examination, so as to ensure there is a contextually appropriate response to mitigate its visual impact. In this light, the assessment of Cooke Street (west), Nelson Street (north) and Thompson Street (east) has been undertaken separately below.

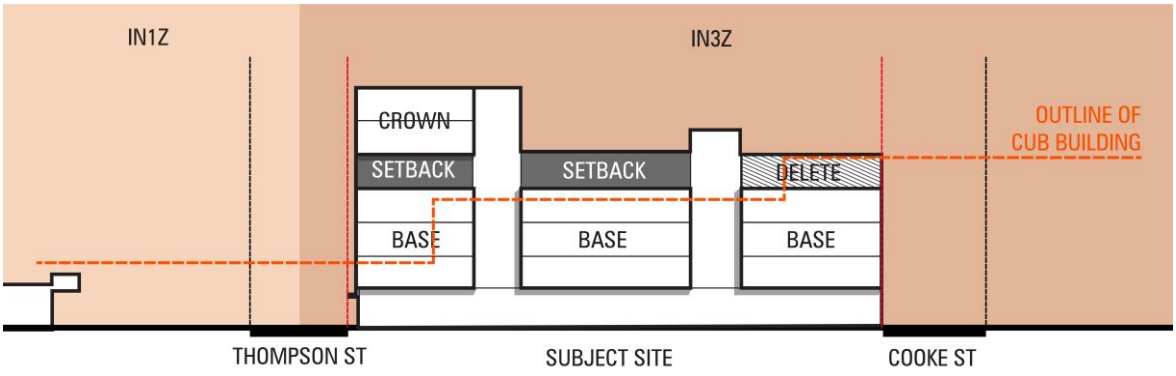
- *Cooke Street* – The shaping of the proposed development at this interface should be cognisant of the robust 4-5 storey building and its relative scale relationships with the low scale heritage buildings along Cooke Street. The subject land should devise a response to its role as a 'threshold' site with a sense of transition in form from the 4-5 storey CUB building stepping down to a low scale (1 storey) on Cooke Street. The proposed development presents with a 5 storey profile at the intersection of Nelson Street and Cooke Street, which sits higher than the CUB building to the north. It is concerning to note that the 'transitional' line has an abrupt shift between the taller forms to the north and the low scale residential properties. While we accept that 2-3 storey profile to the southern portion of the site, we recommend **a reduction of 1 storey to the corner in order to provide a better sense of transition to the low scale housing to the south** – as shown below. This will demonstrate a 'bespoke' response and one that is befitting to the lower forms to the south, particularly when viewed from within Nelson Street and Cooke Street.



Recommend the removal of 1 storey to provide a transition with its surroundings

- *Nelson Street* – This streetscape can be characterised by warehouses, offices and at-grade carparks in an industrial setting. The adjacent CUB building presents an expansive blank brick wall along this streetscape, ranging in heights from 2 storeys to 5 storeys. Immediately opposite to the site it presents a predominantly 4 storey brick wall rising to 5 storey to the west and 2 storeys to the east – as shown below in orange. While we acknowledge that the expectations of the streetscape must be tempered by the fact that this streetscape forms part of the industrial scene of the industrial area- the proposal will be imposing when viewed from within Nelson Street. We accept that the overall height of 7 storeys is reasonable given the adjacent robust building and where 'more' can potentially be achieved with limited amenity impacts. Our concern however lies with the proposed massing strategy where there is minimal response to its relationship with the street and adjacent buildings. It is our recommendation that **the proposed massing strategy should adopt a 4 storey 'base' to reflect the predominant 4 storey form across the street, with upper levels comprising a rebated 5th storey and 6th-7th storey 'crown' at the corner**, motivated by the following urban design response:
    - Minimise the visual impact of upper level forms viewed from along Nelson Street;
    - Minimise potential visual bulk impact of upper level forms by adopting three dimensional articulation;
    - Consideration for unifying and/or framing material treatments to distinguish the 'base' and 'crown'; and
    - Adopt a rebated level to add visual depth and shadow from the 'crown'.

  Please refer to diagram overleaf.

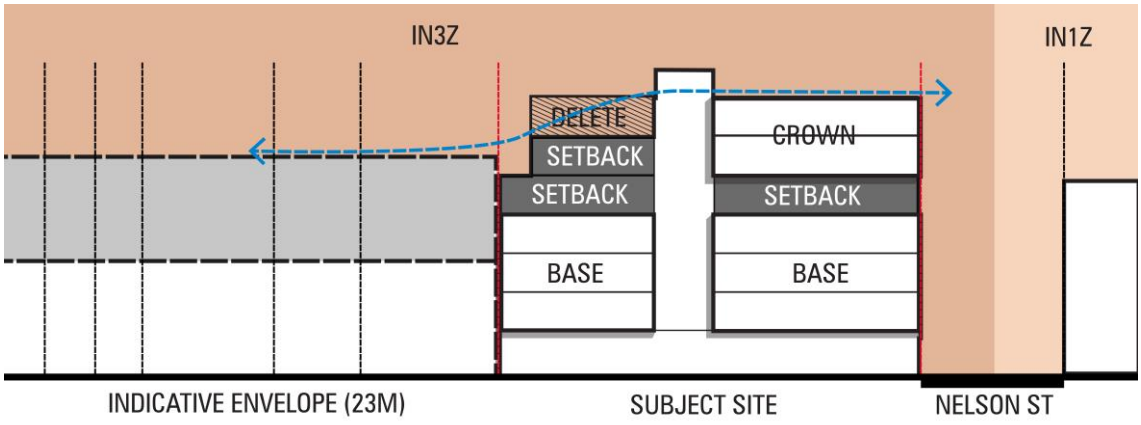


Recommended massing strategy to response to its relationship with the street and adjacent buildings

- *Thompson Street* – The presentation to its Thompson Street interface should be carefully considered to achieve a successful 'fit' within a rather typical industrial streetscape context. The establishment of a transition 'curve' is a logical rationale for determining building scales along this street. This avoids an ad-hoc approach to building height determination and creates a common reference for all prospective developments. However, we are concerned that the 'transitional' line does not appear to be well- justified in terms of responding to the emerging urban morphology where there is a steep transition to future potential built forms along Thompson Street (based on the height of 23m– noting the existing approval for 5 storeys at 32 Mollison Street, Abbotsford). As such, we recommend a reduction in height to 6 storeys at the southern end of the development to ensure a smoother transition with future development along Thompson Street- as shown below.

  While we accept that the street does not need to deliver a high pedestrian amenity and activation to the public realm, when compared to activity centres or residential streets –a better relationship with its street is required. We recommend that **the massing strategy from Nelson Street 'wraps' the corner, with a rebated 5th storey and 6-7th storey 'crown',** establishing a more prominent built form to 'mark' the corner, without the profile becoming excessively 'vertical'.

  In urban design terms, a 1:1 street wall height to street width ratio generally achieves a reasonable sense of street enclosure while maintaining reasonable solar access and views to the sky. In the context of Thompson Street (12m wide), a 4 storey street wall would be considered a more appropriate response to provide a transition to its existing and emerging streetscape and mitigate the short term effect of new development within a precinct of this kind. We therefore recommend that **the proposal at the southern end adopt a 4 storey street wall, with upper levels setback behind these leading elements.**

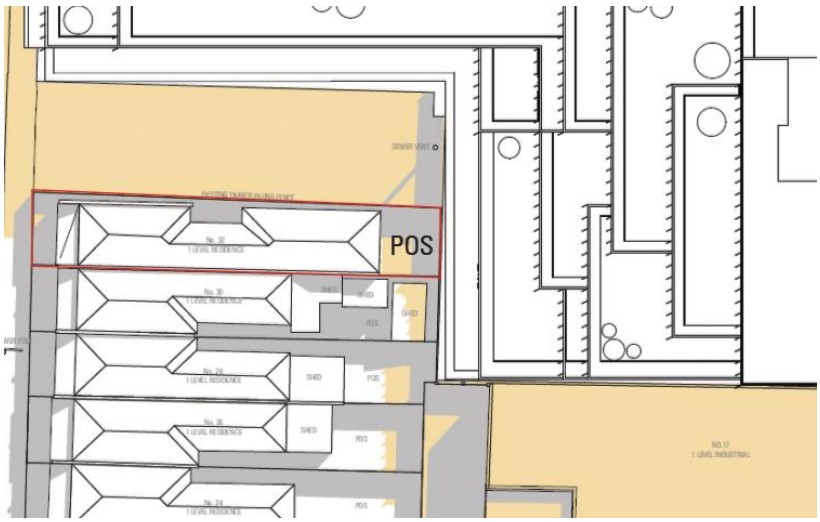


Recommended massing strategy and removal of 1 storey to provide a better transition to emerging development

We are generally supportive of the party-wall arrangements to the southern boundary along Thompson Street. In this context, where side elevations are typically concealed by subsequent future redevelopment of neighbouring sites, we believe this is necessary. We believe a similar approach (possibly slightly lower), can be reciprocated on adjoining sites so as to allow for equity development outcomes. However, as this will be one of the first taller developments along this street, the design of the side walls should be treated with a patterned effect (or similar). Although we acknowledge that an artwork is proposed for this side elevation, we are still concerned with its ability to provide sufficient visual interest and greater articulation to this exposed elevation in the short term.

Off-site Amenity Impacts

- With respect to off-site amenity impacts, the proposed development will result in visual bulk and overshadowing impacts to the most sensitive NRZ sites to the south and west. While we note that the proposal does not fully comply with the Standard B17 envelope at the upper reaches, we are comfortable with the separation distances to the property boundaries (while not technically applicable, it provides the best available test). In saying this, the profile results in a 'wedding cake' profile, which is symptomatic of a proposal that seeks to maximise development yield at the expense of good design. This is most problematic for a development of this scale with a direct NRZ interface.
- While we accept that the stepped rear interface (in commercial developments at the interface with residential hinterland) represents sometimes challenging conditions, the proposal is overly stepped and tiered for this location. It is notable through the inspection of the cross sections that there are a number of steps, which will be exacerbated when viewed in the oblique towards the development. We recommend that it is necessary to **break up the façade with notable spatial divisions (vertically) to provide a more successful 'rhythmic' response.** Opportunities to 'reflect' the lift cores that are visible from the street frontages may be possible and visually enable the individual office tenancies to be 'read' within the 'rear' façade of the building.
- In addition, we also recommend that care should be taken to ensure well-articulated elevations in component parts. This could be achieved through a unified 'base' and upper levels with similar materials and form, resulting in a distinct base/top typology so that it does not present with an overwhelming mass.
- The shadow diagrams illustrate that the development will cast a shadow over the residential properties to the south, particularly 30 Cooke Street from 9am to 10:30am at the equinox. We believe that the cast of shadow is unreasonable over the secluded private open space of this dwelling as the extent of shadow would not comply with the Standard B21 at Clause 55. It is our opinion that **sunlight should be provided to this secluded private open space for at least 5 hours during the period of 9am-3pm (equinox).**



Shadow cast on private open space of 30 Cooke Street at 10:00am (equinox)

Site Plan

- The proposed development represents what we consider to be a well configured ground floor plan. The proposed form comprises basement parking, a substantial retail tenancy, café with activated frontage at ground level, including an integrated office. There are 3 lift cores in the form of rebates so that they break up the mass from the street. The bicycle storage facilities are located in a suitable position at the ground level and within close proximity to lift cores and end of trip facilities. A rear garden and laneway is positioned to ensure that there is a reasonable separation between the building and the residential realm.
- We are supportive of the upper levels incorporating terraces to take advantage of the uninterrupted views towards the city. We also support the use of the roof terrace for the benefit of its future occupants.
- However, there are a number of instances where terrace spaces appear to be shared between offices. While we have no problem with this arrangement we note that for security reasons the doors require separate keys or card access in order to prevent unlawful access between neighbouring offices.

Architectural Expression

- The suite of materials and compositional elements employed within the proposed development are in our view unacceptable. In terms of the street (Nelson Street and Thompson Street), the architectural detailing reads as an office building, however there is no response to its relationship with the street. We feel that the proposal should adopt a simple unified 'base' and 'top' approach to give the perception of that there is a relationship with the street – as mentioned previously.
- However, we commend the architects in the proposed use of open metal mesh to the stairwells to break up the horizontal mass along the street elevations. As a possible suggestion, we feel that different colours could be applied to the internal walls of the stairwells in order to improve an individual 'sense of address' and legibility of the development and provide greater visual distinction between the different components of the building.
- With regard to the rear interface, we recommend that a unified 'base' and upper levels to reduce the impact of the tiered wedding cake– as mentioned previously.

Conclusion

In summary, we consider the subject site lends itself to a taller form noting its existing and emerging contextual attributes including its size and location within the Industrial 3 Zone. Our in-principle support for the development envelope that sits higher in its immediate context is conditional upon some modification to create an acceptable urban design outcome, particularly to ensure there is a contextually appropriate response and minimise off-site amenity impacts.

We therefore consider that the built form response requires some modification to create an acceptable outcome. Our recommendations are as follows:

- Cooke Street – Removal of 1 storey to provide a better sense of transition to the low scale housing to the south.
- Nelson Street – Revised massing strategy adopt a 4 storey 'base' to reflect the predominant 4 storey form across the street, with upper levels comprising a rebated 5th storey and 6th-7th storey 'crown' at the corner, motivated by the following urban design response:
    - Minimise the visual impact of upper level forms viewed from along Nelson Street;
    - Minimise potential visual bulk impact of upper level forms by adopting three dimensional articulation;
    - Consideration for unifying and/or framing material treatments to distinguish the 'base' and 'crown'; and
    - Adopt a rebated level to add visual depth and shadow from the 'crown'.

- Thompson Street – Revised massing strategy from Nelson Street to 'wrap' the corner, with a rebated 5th storey and 6-7th storey 'crown'. Removal of 1 storey at the southern end to ensure a smoother transition with future development along Thompson Street. Adopt a 4 storey street wall, with upper levels setback at the southern end. Consider a patterned effect (or similar) to the exposed southern elevation.
- Rear interface - Break up the façade with notable spatial divisions (vertically) to provide a more successful 'rhythmic' response. Provide a unified 'base' and upper levels with similar materials and form, resulting in a distinct base/top typology so that it does not present with an overwhelming mass.
- Provide sunlight to the secluded private open space for at least 5 hours during the period of 9am-3pm (equinox).
- Consider the application of different colours to the internal walls of the stairwells in order to improve a sense address and legibility of the development.

We would be happy to liaise with the design team directly to progress these refinements in a timely manner.

Should you have any further enquiries, please don't hesitate to contact us on 9664 9838.

Yours faithfully,

Hansen Partnership Pty Ltd

Urban Design Team

25/10/2018

1.2 PLN18/0328 - 459- 471 Church Street and No. 20 - 26 Brighton Street Richmond - Melba Ward - Use and development of the land for the construction of three mixed use buildings (including a childcare centre), reduction in car parking requirement, and alteration of access and building and works to a Road Zone Category 1 Road.

Executive Summary

Purpose

1. The purpose of this report is to Council's position on the substituted plans for the above application.

2. This report provides Council with an assessment of the planning permit application against Council's Grounds of Refusal, the provisions of the Yarra Planning Scheme (the Scheme) and recommends that Council notify the Victorian Civil and Administrative Tribunal (VCAT) and all parties to the proceeding that Council supports the substituted plans, subject to conditions.

3. This planning permit application was called up to an Internal Development Approvals Committee Meeting by Cr Stephen Jolly.

Key Planning Considerations

4. Key planning considerations include:

   (a) Use (Clauses 34.02-7 and 32.08-2);
   (b) Interfaces uses policy (Clause 22.05);
   (c) Built form (Clauses 15.01, 21.05, 22.10, 34.02-7, 36.04, 43.02 and 52.29); and
   (d) Car Parking and Bicycle Provision (Clauses 52.06, and 52.34) of the Yarra Planning Scheme.

Key Issues

5. The key issues for Council in considering the proposal relate to:

   (a) Previous Grounds of Refusal associated with the original application;
   (b) Matters raised in the original delegate report;
   (c) Any additional matters; and
   (d) Referral comments.

Submissions Received

6. A total of 225 objections were received to the application, these can be summarised as:

   (a) Amenity Impacts (overshadowing, overlooking, loss of daylight, light spill, wind, noise, pollution);
   (b) Built form;
   (c) Uses;
   (d) Traffic and Car Parking;
   (e) ESD; and
   (f) Waste.

7. Five parties having joined the appeal.

VCAT Proceedings

8. On 8 October 2018, Council received notice that an application had been lodged at the Victorian Civil Administrative Tribunal (VCAT) by the applicant under section 79 of the *Planning and Environment Act* 1987 (the Act) for the failure of Council to determine the application within the statutory time period.

9. Five parties have joined the appeal.

10. On 18 January 2019, the planning application was presented at Council's internal Development Assessment Panel (DAP) meeting where it was determined that had Council been in a position to, it would have issued a Notice of Refusal to Grant a Planning Permit based on the following grounds:

    (a) The scale, height and massing of the buildings will dominate the surrounding streetscape of Church, Shamrock and Brighton Streets, will dominate the wider heritage place and is contrary to policy at clauses 15.01-1S, 15.01-2S, 21.05-2, 22.10-3.2, 22.10-3.3 and the design objectives of Schedule 2 of the Design and Development Overlay.

    (b) The development will unreasonably impact on the amenity of the area.

    (c) The proposal results in unreasonable visual bulk impacts and inequitable development opportunities for the site to the east at No. 16 Brighton Street.

    (d) The proposal does not provide for a pedestrian friendly environment along Shamrock Street and does not provide for sufficient public realm improvements.

11. A Compulsory Conference occurred on for 22 January 2019. No agreement was reached.

12. The Application for Review was amended on 3 February 2019 by the permit applicant in accordance with the VCAT Practice Note No. 9. On 4 February 2019, the applicant provided updated versions of Section G-G (Sheet DA2107) and shadow diagrams (Sheets DA2201-DA2216).

13. The applicant also provided additional drainage and traffic information to Council on 6 February 2019.

14. The following parties were notified of these amended plans (with at least one copy provided to each) as per the VCAT Order dated 1 February 2019:

    (a) any referral authority;
    (b) all other parties to the proceeding;
    (c) any objector to the permit application who is not a party to the proceeding
    (d) the owners and occupiers of adjoining properties who were originally given notice of the permit application, and
    (e) the owners and occupiers of properties in Church Street, Shamrock Street and Brighton Street directly opposite the subject land who were given notice of the permit application, as highlighted in yellow on the diagram below



15. Any statements of grounds associated with these amended plans are due by 26 February 2019 in accordance with the VCAT Practice Note No. 9.

16. A VCAT Full Hearing is scheduled for five days beginning on 18 March 2019

Conclusion

17. 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) a setback of at least 3m provided for Building B from level 3 and above from the eastern boundary (associated with the section of wall to the north of the lift area where it is attached to Building C);

    (b) deletion of any glazing along the eastern boundary wall of Building B;

    (c) an increase in the width of the separation of Buildings A and B to a minimum of 9.8m;

    (d) an amended acoustic report to assess No. 28 Brighton Street; and

    (e) a Streetscape Improvement Plan for the development's Shamrock Street frontage.

CONTACT OFFICER: **Vicky Grillakis**
TITLE: **Coordinator Statutory Planning**
TEL: **92055124**

PLN18/0328 - 459- 471 Church Street and No. 20 - 26 Brighton Street Richmond - Melba Ward - Use and development of the land for the construction of three mixed use buildings (including a childcare centre), reduction in car parking requirement, and alteration of access and building and works to a Road Zone Category 1 Road.

Trim Record Number: D19/16721
Responsible Officer: Senior Coordinator Statutory Planning

Help

Proposal:	Use and development of the land for the construction of three mixed use buildings (including a childcare centre), reduction in car parking requirement, and alteration of access and building and works to a Road Zone Category 1 Road.
Existing use:	Furniture Showrooms, car park and dwelling
Applicant:	Salta Properties Pty Ltd
Zoning / Overlays:	Part Commercial 2 Zone, Part General Residential Zone (Schedule 2)/ Design and Development Overlay (Schedules 2 and 5) and CityLink Project Overlay (CLPO)
Date of Application:	11 May 2018
Application Number:	PLN18/0328
Ward:	Melba

Planning History

1. As outlined in the original officer report prepared for the application.

2. This is an attachment to this report.

Background

VCAT Proceedings

3. On 8 October 2018, Council received notice that an application had been lodged at the Victorian Civil Administrative Tribunal (VCAT) by the applicant under section 79 of the *Planning and Environment Act* 1987 (the Act) for the failure of Council to determine the application within the statutory time period.

4. Five parties have joined the appeal.

5. On 18 January 2019, the planning application was presented at Council's internal Development Assessment Panel (DAP) meeting where it was determined that had Council been in a position to, it would have issued a Notice of Refusal to Grant a Planning Permit based on the following grounds:

   (a) The scale, height and massing of the buildings will dominate the surrounding streetscape of Church, Shamrock and Brighton Streets, will dominate the wider heritage place and is contrary to policy at clauses 15.01-1S, 15.01-2S, 21.05-2, 22.10-3.2, 22.10-3.3 and the design objectives of Schedule 2 of the Design and Development Overlay.

   (b) The development will unreasonably impact on the amenity of the area.

   (c) The proposal results in unreasonable visual bulk impacts and inequitable development opportunities for the site to the east at No. 16 Brighton Street.

(d) The proposal does not provide for a pedestrian friendly environment along Shamrock Street and does not provide for sufficient public realm improvements.

6. A Compulsory Conference occurred on for 22 January 2019. No agreement was reached.

7. The Application for Review was amended on 3 February 2019 by the permit applicant in accordance with VCAT Practice Note No. 9. On 4 February 2019, the applicant provided updated versions of Section G-G (Sheet DA2107) and shadow diagrams (Sheets DA2201-DA2216).

8. The applicant also provided additional drainage and traffic information to Council on 6 February 2019.

9. The purpose of this report is to form Council's position on the substituted plans.

10. The amended application will be discussed within the proposal section within this report.

11. The following parties were notified of these amended plans (with at least one copy provided to each) as per the VCAT Order dated 1 February 2019:

(a) any referral authority;
(b) all other parties to the proceeding;
(c) any objector to the permit application who is not a party to the proceeding
(d) the owners and occupiers of adjoining properties who were originally given notice of the permit application, and
(e) the owners and occupiers of properties in Church Street, Shamrock Street and Brighton Street directly opposite the subject land who were given notice of the permit application, as highlighted in yellow on the diagram below



12. Any statements of grounds associated with these amended plans are due by 26 February 2019 in accordance with the VCAT Practice Note No. 9.

13. A VCAT Full Hearing is scheduled for five days beginning on 18 March 2019.

The Proposal

14. The following description is provided of the amended plans dated 3 and 4 February 2019, highlighting key changes from the original application.

15. A description of the original proposal is contained in the initial officer report which is attached.

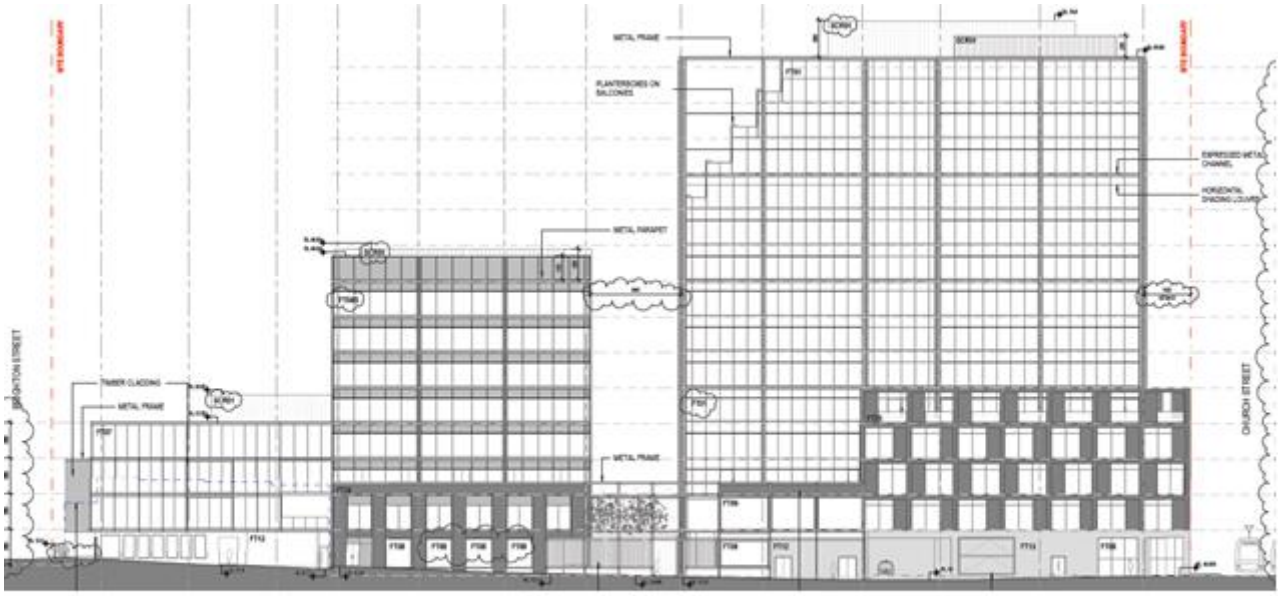
16. The proposal is for the demolition of all buildings on site, and the constructed of three buildings, one facing Church Street (Building A), another facing Shamrock Street (Building B) and the third, facing Brighton Street (Building C).

17.

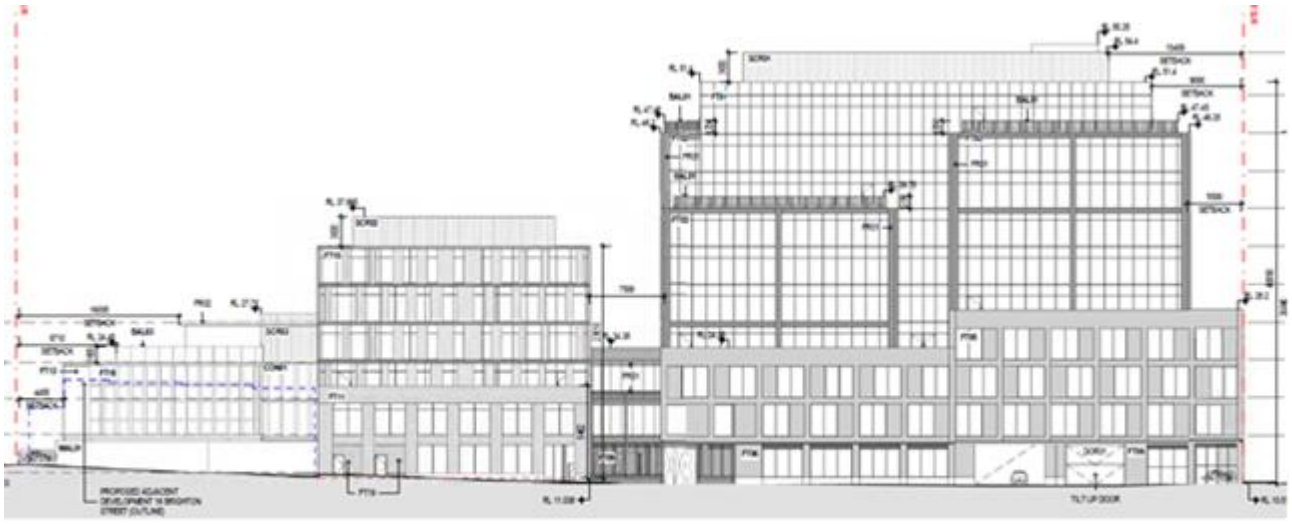


Original application Substituted plans

18. The image above depicts a view of the proposal from the north, along Church Street looking southward. The image on the left is the original application, whilst the image on the right is the amended plan.



Original application



Substituted plans

19. The two images above are of the proposal along its northern elevation to Shamrock Street. The upper image is the original application, whilst the lower image is the amended plan.

20. Key changes are:

Building A

(a) Reduction in height by four levels from 14 storeys to 10 storeys and a reduction in the overall height by 15.35m to the top of the plant. Previously the overall maximum height of Building A was 57.37m to the top of the building (and also the maximum on-boundary wall height) and 61.32m to the top of the plant screening. This has now been reduced to 42.015m and 45.865m respectively (from RL70.6 to RL55.25).
(b) Reduction in the height of the western end of the northern wall of the podium from 20.3m to 18.815m through a reduction in the terrace balustrade height.
(c) Increased setback from Shamrock Street for the eastern section of the podium from zero, to a minimum of 2.35m. This portion of the podium is increasing in height from two storeys with a terrace above, to three storeys with a terrace above (increase in height by 3.74m from 10.1m to 13.84m).
(d) Decrease in the length of the southern wall on boundary above the podium from 22.85m in length and 57.37m in height, to 15m in length and 42.015m in height.
(e) The loading bay moved further to the west directly opposite No. 475 Church Street.
(f) The vehicle entrance from Shamrock Street has moved to the west and is only partially in front of No. 1 Shamrock Street, previously it was entirely opposite it.

Building B

(g) Reduction in the height by two levels, from eight storeys to six storeys and a reduction in the overall height by 8.2m to the top of the plant. Previously the maximum overall height was 34.8m, and the maximum wall height was 33m, these are now both 26.6m (from RL45.85 to RL37.665)
(h) Increase in the podium setback to Shamrock Street from zero, to 0.7m.
(i) Increase in setbacks from the south (further detailed below) and modification from a stepped terracing effect at the rear to more regular setbacks.
(j) Internal alterations.

Building C

(k) Increase in the front setbacks at all levels from 4.61m at ground floor to 7.27m, from between 1.35m and 4m at first and second floors to between 4.455m and 7m and from 4m at the third floor to 9.71m.
(l) Decrease in height by 2.5m to the top of the plant, from RL30.05 to RL27.55.

21. Plan changes:

Basements (all buildings)

(a) Conversion from split level basements to single level.
(b) Internal reconfigurations.
(c) Reduction in car parking provide in Basement 2 from 121 to 104 (reduction of 17) and Basement 1 of Building C from 23 to 12, a reduction of 11 car parking spaces. Overall total reduction of 28 spaces from 240 to 212.

Building A and B

Ground floor

(d) Internal reconfigurations including the relocation of the substation to the basement.
(e) Increase in setbacks of Building A from Shamrock Street by an additional 2.935m to the east of the vehicle entrance. Previously these were constructed along the title boundary.
(f) Reduced entrance width from Church Street.
(g) The loading bay moved to the west away from residences.
(h) The vehicle entrance from Shamrock Street has moved to the west and is only partially in front of No. 1 Shamrock Street, previously it was entirely opposite it.
(i) Increase in the podium setback of Building B to Shamrock Street from zero, to 0.7m (this continues until the second floor).
(j) A widened pedestrian walk way to the north of the end of trip facilities.
(k) Reconfiguration of the end of trip facilities.
(l) Widened internal courtyard.

First floor

(m) The setback of the podium of Building A to Shamrock Street increased, and decreased at various points, from previously having a setback of between zero and 3.9m to now being between 2.53m and 3.43m.
(n) Decrease in the depth of the front indentation to Church Street (this is continued in all levels of the podium).
(o) The podium of Building A has increased in length along Shamrock Street by approximately 7.5m to the east.
(p) Widened internal courtyard.
(q) A setback area in the south-eastern corner of Building A has now been filled in.
(r) The setback of the southern wall of Building B has increased from 3.79m to 6.79m (with a 3.77m wide panting strip).
(s) Internal reconfiguration of Building B at all levels.

Second floor

(t) A north-facing terrace has been deleted, with the setbacks of the northern podium wall of Building A along Shamrock Street now being between 2.35m and 3.43m instead of between 3.8m and 5.1m.
(u) The podium of Building A has increased in length along Shamrock Street by approximately 2.3m and subsequent decrease in the separation between Building A and B from 9.8m to 7.5m. This continues until the eighth floor. This also results in an increase in net floor area for this floor.

(v) Previously an outdoor terrace connected Building A and B, however this has now been replaced with additional floor area for Building A.
(w) The setback of the southern wall of Building B from the southern boundary has increased from 6.82m to between 12m and 19m. The terrace is setback 6.79m whilst it was previously setback 3.79m.

Third floor

(x) Along Shamrock Street, the podium of Building A includes a terrace where there was previously no built form, and the four storey podium terminates further to the west.
(y) Along the southern boundary of Building A, a terrace wraps around the eastern and southern side of the building, resulting in additional built form along the eastern side, but a reduction along the southern side associated with the truncation of the lift core.
(z) The setback of the southern wall of Building B from the southern boundary has increased from 9.65m to between 11.2m and 19m. Previously there was also a terrace within this setback, this has now been deleted.

Fourth floor

(aa) Increase in setbacks of the podium of Building A from the northern boundary from between 5.1m to 5.78m to between 5.93m and 6.33m and a deletion of the north-facing terrace opposite No. 1 Shamrock Street. These setbacks continue up to the sixth floor.
(bb) Decrease in the length of the southern on-boundary wall of Building A from 22.85m to 15m. This continues to the full height of Building A.
(cc) Decrease in the setback of the southern wall of the tower of Building A from the boundary from 5.39m to 5.165m. This continues to the full height of Building A.
(dd) The internal void of Building A is filled in from the fourth floor and above.
(ee) The setback of the southern wall of Building B from the southern boundary has been amended from 12.88m with a 2.42m wide terrace located within the setback, to a setback of between 12.2m and 19m.

Fifth floor

(ff) The setback of the southern wall of Building B from the southern boundary has been increased from 15.93m with a 2.42m wide terrace located within the setback, to a setback of 19m with a terrace located beyond this.

Sixth floor

(gg) This floor is now the roof plan of Building B. The southern wall of Building B was previously setback 18.97m, it is now setback 23m. Two levels have been deleted from Building B.

Seventh and eighth floor

(hh) This floor of Building A now includes an additional setback from Shamrock Street in the eastern end of the tower, with setbacks of between 6.33m and 14.155m from the northern boundary. Previously the tower was setback 5.78m.
(ii) A terrace is partly located within this setback on the seventh floor.

Ninth floor

(jj) The built form of the tower steps away from Church and Shamrock Streets with increased setbacks, as well as additional setbacks from the east as this presents as the upper level ‘cap’.
(kk) The setback from Church Street is proposed to be 9m, where it was previously 5m, setbacks to the north were previously between 5.1m and 5.78m, and are now 10.185m.

(ll) Terraces are partially located within these setbacks. Previously there were not any terraces.

Tenth floor

(mm) This is now the roof plan for Building A and depicts only the plant and PV solar array. The plant area is enlarged towards the east compared to the previous plant area.
(nn) Four levels have been deleted from Building A.

Building C

(oo) The ground floor of this building is reduced in size and is now setback 7.37m from the northern boundary, 7.27m from the front boundary and 7.23m from the southern. These setbacks were previously 6.4m, 4.61m and, 7m respectively. The outdoor play space has also been reduced and partly replaced with an elevated garden bed. The southern boundary wall of the outdoor play space is now clearly shown as being retained.
(pp) At first and second floors, the setbacks have remained similar to the north and south, but increased from Brighton Street, from between 1.35m and 4m, to between 4.455m and 7m. Additional cut ours have been provided in the western end of the second floor.
(qq) At third floor, the outdoor play space has been reduced in size and is now setback between 6m and 7.36m from the northern boundary, 9.71m from the front boundary and 11.855m from the southern. These setbacks were previously between 4.5m and 5.76m, 4m and between 9.85m and 10.29m respectively.
(rr) Building C presents as an 11.2m high street wall to Building C, where it previously presented as a 15m street wall.

Existing Conditions

Subject Site

22. A description of the subject site was provided in the original report. There has been no noticeable change in the existing conditions.

Surrounding Land

23. A description of the subject site was provided in the original report. There has been no noticeable change in the existing conditions.

Planning Scheme Provisions

24. Details of the relevant planning scheme provisions were provided in the original report.

Advertising

25. As outlined in the original officer report prepared for the application.

Referrals

26. The advertised plans were referred to various external referrals as well as internal departments and external consultants. Details are provided within the initial officer report.

27. The substituted plans were re-referred to the following departments for comment:

Internal departments

(a) Engineering Services Unit;
(b) Waste Services;

External consultants

(c) Traffic (Traffix);
(d) Urban Design (MGS Architects);

28. The original referral responses/comments were included in the original delegate report.
29. The referral comments related to the substituted plans are an attachment to this report.
30. As outlined in the original delegate report, VicRoads are a Section 55 referral authority. Clause 66.03 of the Yarra Planning Scheme outlines that they are a determining referral authority. The applicant gave notice to VicRoads. Whilst Council officers did not refer the substituted plans, their comments will be included within the referral attachments to this report.
31. Transport for Victoria are also a Section 55 referral authority. Clause 66.02-11 of the Yarra Planning Scheme outlines that they are a determining referral authority.
32. Transport for Victoria did not object to the original application but had provided Council with permit conditions. They are not a party to these proceedings, and the application was not referred to them. The recommended permit conditions will be included on any permit to be issued.

OFFICER ASSESSMENT

33. The key considerations for this report are whether the 'substituted plans' have satisfactorily addressed Council's Grounds of Refusal and any other matters discussed within the original officer's assessment. Additionally, an assessment will have to be carried out to ascertain whether the changes introduce any additional concerns.

    Ground 1

    The scale, height and massing of the buildings will dominate the surrounding streetscape of Church, Shamrock and Brighton Streets, will dominate the wider heritage place and is contrary to policy at clauses 15.01-1S, 15.01-2S, 21.05-2, 22.10-3.2, 22.10-3.3 and the design objectives of Schedule 2 of the Design and Development Overlay.

34. To provide some context, within the original delegate report the following issues were raised with regards to scale, height and massing:

    (a) the excessive overall height of Building A (including the sheer southern boundary wall) which is not only a detriment to the Church Street streetscape, but subsequently results in excessive overshadowing to the western footpath of Church Street;
    (b) the excessive height and lack of setback of the tower component of Building A and its impact on the Shamrock Street streetscape; and
    (c) the overall height and lack of transition of Building B will dominate the streetscape along Shamrock and Brighton Streets as well as the repetitive stepped form southern façade being incongruous to the area;

35. This ground had mainly centred on issues with Building A and B, rather than Building C.

36. Council's planning officer made the following comments with regards to Building C:

    (a) Council planning officers and external urban design submit that this building is acceptable within this streetscape, subject to additional front setbacks to avoid dominating the streetscape and the adjoining dwellings. This will also assist to reduce the prominence of the new building within the heritage streetscape. It is important to note that in terms of Brighton Street, the subject site is located within an area where there are less intact heritage buildings compared to further south (as already outlined).

37. The applicant has now provided additional front setbacks for Building C, which is in-line with the buildings to the north and south. A substantial reduction in the size of the fourth floor has also been incorporated into these substituted plans. This now results in a three storey presentation to Brighton Street, with a recessed fourth floor. This satisfies both Council's planning officers and external urban designer's previous concerns.

38. Returning now to Buildings A and B, each will be discussed in turn.

Building A

39. The substituted plans incorporate a number of built form changes and they include:

(a) Reduction in height by four levels from 14 storeys to 10 storeys and a reduction in the overall height by 15.35m to the top of the plant. Previously the overall maximum height of Building A was 57.37m to the top of the building (and also the maximum on-boundary wall height) and 61.32m to the top of the plant screening. This has now been reduced to 42.015m and 45.865m respectively (from RL70.6 to RL55.25).
(b) Reduction in the height of the western end of the northern elevation of the podium from 20.3m to 18.815m through a reduction in the terrace balustrade height.
(c) Increased setback from Shamrock Street for the eastern section of the podium from zero setback, to a minimum of 2.35m. This portion of the podium has increased in height from two storeys with a terrace above, to three storeys with a terrace above (increase in height by 3.74m from 10.1m to 13.84m).
(d) Increase in the northern setback of the tower component from between 5.1m and 5.76m to between 5.93m and 6.33m.
(e) Decrease in the length of the southern wall on boundary above the podium from 22.85m in length and 57.37m in height, to 15m in length and 42.015m in height.

40. In addition to those changes, the design detail of this building has also been altered as follows:

(a) the ground floor concrete treatment to Church Street has been deleted;
(b) along the northern elevation there is a prominent articulation of two stepped forms with a glass wall behind; and
(c) the upper level framing element has been deleted.

41. These changes constitute a significant improvement in the overall architectural quality of the proposal and they can be clearly sheen in the image below:



Original application Substituted plans

42. Council's planning officers previously made the following assessment with regards to the building's impact to Church Street:

(a) Looking specifically at the overall height, whilst Council acknowledges that this is a site where much taller developments can occur compared to what currently exists, Council does not support the proposed 14 storeys in height. Council's external urban designer stated that the proposal should be no more than eight storeys in height, with development above level 7 to be deleted.

(b) Council planning officers submit that at least three of the upper levels should be deleted. This would assist with the proportions of the development, which as seen in the image below when viewed from the north along Church Street, it is quite evident that the upper levels result in a dominating and overbearing presentation to the street.

(c) The framing element visible on the upper levels is unacceptable, and undermines the attempt at reducing the visual bulk of the overall height through the provision of increased setbacks from the east. The applicant has provided these setback upper levels as a way to reduce the form of Building A, however this form is then surrounded by a four storey external frame which draws the views eye up towards the top of the building.

(d) Finally, another issue with the proposal, as already outlined is the visual dominance of the southern boundary wall associated with the core. The height, width and lack of articulation result in dominating the Church Street streetscape and is unacceptable. The use of glazing along this boundary is also unacceptable. Had Council been of a mind to support the proposal, this would have been required to be deleted.

(e) Council's external urban designer suggested that the lift core should be internalised to avoid the southern boundary wall, however planning officer's believe there may be other solutions which would also resolve this issue. Again, this is a failing of the proposal which cannot be resolved by way of a condition on permit, but would need the applicant to provide a re-design for further consideration.

43. The amended scheme has not reduced the height of Building A to eight storeys as per the recommendation of Council's external urban designer. Council planning officers had suggested that at least three levels be deleted, which has now occurred. The reduction in height by four levels, in addition to the changes to the design detail (as previously outlined), reduction in the width and height of the southern boundary wall and the deletion of the upper level framing element have all gone a considerable way in reducing the building's previous dominating and overbearing presentation to the surrounding streets. Council planning officers submit that these changes have now sufficiently addressed their concerns regarding the visual impact of the height of Building A.

44. Council's external urban designer also agrees that the majority of issues previously identified have been resolved. Council's external urban designer no longer recommends reducing the height to eight storeys, but rather that it should be reduced so that it does not overshadow the western footpath of Church Street after 10am. This is the remaining issue associated with the height of this building.

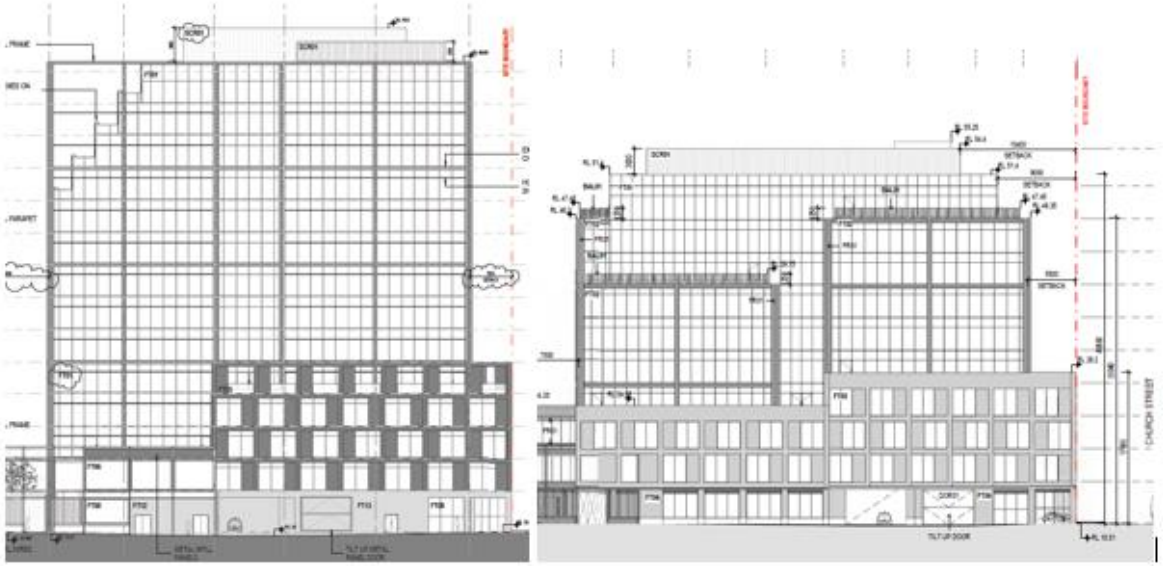
45. The current shadow diagrams show that Building A will impact the western footpath at 10am, but by 10.30am the shadows are well clear of the footpath and are onto the road reserve. The amended plans have reduced the extent of overshadowing by 30 minutes. Previously the shadows did not fall on the road until 11am. Council planning officers submit that the amended plans allow for a reasonable amount of overshadowing and will not result in excessive overshadowing.

46. This issue was previously discussed at VCAT in relation to an office development and its overshadowing of the opposite footpath, *Grocon (Northumberland St) Developer Pty Ltd v Yarra CC* [2017] VCAT 753. Within that decision, member Sibonis makes the following remark:

> [34] ….According to the shadow diagrams, and the evidence, the overshadowing is confined to the morning hours. By 11.00am the shadow is cast on the pavement itself, meaning that pedestrians will be in sunlight. After this time, the shadow will not affect the footpath. This is a reasonable outcome having regard to the site's context and we are persuaded that the extent of overshadowing has been minimised. The shadow impact does not justify a reduction in the height of the building…..

47. The amended plans have reduced the extent of overshadowing to the western footpath of Church Street by 30 minutes. Council planning officers do not believe a further reduction is required particularly as to gain those 30 minutes as the proposal has already been reduced by four levels. Having the opposite footpath free of any shadow by 10.30am (and potentially by 10.15am although the applicant did not provide this information) is reasonable and will still allow for pedestrians to be in light from 10.30am onwards.

48. Turning to the acceptability of this building with regards to Shamrock Street, the northern elevation below provides a comparison between the original and amended scheme:



Original application Substituted plans

49. The reduction in height of this building, the additional setbacks provided to Shamrock Street and the reduction in height and length of the western end of the podium all contribute to address the previous concerns regarding the height and lack of setbacks of this building and its impact onto Shamrock Street (including the wider heritage area). Council's external urban designer also agrees that the majority of issues previously identified have been resolved.

50. The amended plans include some variations to the podium of Building A as it presents to Shamrock Street. This includes decreased setback distances and height in the western end, with increased setback distances and height in the eastern end. Overall these changes are considered to be acceptable as on balance they present as a reduction in built form opposite dwellings.

Building B

51. The scale, height and massing issues surrounding this building were in relation to both Shamrock and Brighton Streets.

52. The substituted plans incorporate a number of built form changes to this building and they include:

(a) Reduction in the height by two levels, from eight storeys to six storeys and a reduction in the overall height by 8.2m to the top of the plant. Previously the maximum overall height was 34.8m, and the maximum wall height was 33m, this is now 26.6m (from RL45.85 to RL37.665)
(b) Increase in the podium setback to Shamrock Street from zero, to 0.7m.
(c) Increase in setbacks from the south (already outlined in detail in the *Proposal* section) and modification from a stepped terracing effect at the rear to more regular setbacks.
(d) Internal alterations.

53. Council's planning officer made the following comments in the original delegate report:

(a) As already outlined, Council's external urban designer has recommended the entire Shamrock Street elevation of the proposal should be setback a total distance of 9m from the sites along the northern side of the street. This would necessitate additional setbacks for the levels above also.

(b) Council's external urban designer found the overall height of Building B to be excessive considering that it adjoins lower scale residences, some of which have heritage value. It was recommended that it not exceed five levels in overall height. Council's heritage advisor was also not supportive of overall massing of this building and its impact to the Shamrock and Brighton Street heritage buildings and wider heritage precinct to the east.

(c) Whilst Building B includes a northern 5m setback above its street wall which is a positive design outcome, its eastern side wall is sheer along the boundary and this lack of transition in relation to No. 16 Brighton Street (either existing or approved) in the streetscape is unacceptable and would be excessively dominant. It should be noted that this building includes glass windows along the eastern boundary. Council does not support this due to inequitable development opportunities, as will be discussed in the Off-site Amenity section of this report.

(d) ….

(e) As already outlined, Council planning officers agree that this building is excessive in height, as is the eastern sheer wall due to its dominating impact on the Shamrock Street streetscape. The impact would be similar from along Brighton Street and Council planning officers submit this is unacceptable also.

(f) In addition to the eastern wall, from the south, along Brighton Street, the repetitively stepped form of southern façade of this building will be visible. This stepped massing is incongruous with the surrounding area and will visually dominate the Brighton Street streetscape. Whilst a reduction in height would have reduced the visibility of this facade, this is another issue which goes beyond what can be required by way of condition.

54. The amended plans have improved a number of aspects with regards to Building B. The height reduction and the regular southern setbacks are significant improvements and resolve Council's planning officer's previous issues with those aspects of the proposal. The changes to the setbacks at the rear of Building B have resulted in a reduction in built form. Council's external urban designer has also confirmed that these concerns are now satisfied. The reduction in height will reduce the visual impact of this building when it's seen from the surrounding area.

55. The substituted plans do not provide the full 9m setback from the Shamrock Street residences that was previously recommended by Council's external urban designer. Only a 0.7m additional setback has been provided for the podium levels. Through further analysis, Council planning officers agree that it is not necessary to setback this building the same distance as Building A.

This is due to the Shamrock Street pedestrian entrance being to the west of this building which means that it is less likely the increased foot traffic associated with this development would be walking eastward, passed the courtyard. Additionally, the commercial premises at ground floor will be accessed from the internal courtyard, and not from its Shamrock Street frontage. Finally, this building will be setback a similar distance to the approved townhouses at No. 16 Brighton Street and it is a better urban design outcome for this building to provide the setback transition. If this building were to be setback further, the eastern boundary wall of the approved townhouses at No. 16 Brighton Street would be visible. Council's external urban designer did not raise this as an issue.

56. Finally, an issue which has not been resolved is the sheer wall along the eastern boundary. Whilst the height has been reduced, there continues to be a six storey sheer wall along the eastern boundary visible from both Shamrock and Brighton Streets. It is noted that the articulation of this wall has been improved through the inclusion of concrete cladding. To rectify this issue, Council's planning officer recommends from the third floor and above, an additional 3m setback be provided from the eastern boundary (associated with the section to the north of the lift area where it is attached to Building C). This will allow for a clear separation between the lower and upper levels and reduce the visual impact of this wall when seen from the Shamrock and Brighton Streets streetscapes and wider heritage area. The additional setback has been required from the third floor and above, as the side wall can transition down to the approved three storey townhouses (which are lower in height). This can be required by way of condition.

57. Council planning officers submit that the reduced height, improved façade treatments and the provision of additional setbacks will allow the buildings to fit into the existing and emerging context, compliant with policy within clauses 15.01-1S, 15.01-2S, 21.05-2, 22.10-3.2 and 22.10-3.3 as well as Schedule 2 of the DDO.

58. This ground has been addressed.

Ground 2

The development will unreasonably impact on the amenity of the area.

59. This ground related to the general amenity of the area due to the impact of the height of Buildings A and B, and the lack of place-making initiatives along Shamrock Street. Considering the significant reduction in built form and the improved pedestrian amenity along Shamrock Street, as already outlined in relation to Ground 1, the proposal's impact on the surrounding area has been drastically reduced. This ground has been addressed.

60. This ground did not relate to off-site amenity impacts. Off-site amenity impacts were assessed within the planning officer's original delegate report and they were found to be reasonable (with the exception of those associated with No. 16 Brighton Street), or able to be resolved by way of conditions, such as in the case of overlooking.

Ground 3

The proposal results in unreasonable visual bulk impacts and inequitable development opportunities for the site to the east at No. 16 Brighton Street.

61. This ground related to the eight storey sheer, eastern boundary wall of Building B and its impact to No. 16 Brighton Street due to the inclusion of on-boundary windows. As already discussed under Ground 1, the reduction in overall height and inclusion of additional articulation to the eastern wall have partly satisfied Council planning officers concerns with the visual bulk associated with this wall.

62. Council planning officers have also recommended that an additional 3m side setback be provided from the third floor and above, from the eastern boundary (associated with the section of wall to the north of the lift area where it is attached to Building C). This will further assist in reducing any visual bulk impacts from No. 16 Brighton Street as it will create a clear physical separation. Council's planning officer has required the setback to be from the third floor and above, as this will allow a transition down to the approved three storey townhouses (which is lower in height compared to a three storey office podium height).

63. Finally, in terms of equitable development opportunities, the proposal retains on-boundary windows where it abuts No. 16 Brighton Street. Council planning officers do not support this, and a condition will require their removal. By including the aforementioned condition, this will allow for Building B to retain east-facing windows, from the third floor and above.

64. This ground has been addressed.

Ground 4

The proposal does not provide for a pedestrian friendly environment along Shamrock Street and does not provide for sufficient public realm improvements.

65. The following is an exert for the original delegate report where this issue was identified:

(a) One of the key issues with the proposal is the extent of inactive frontage onto Shamrock Street, and the lack of street setback provided at ground floor. Council's external urban designer was particularly critical of this. It was recommended that the full extent of the site's Shamrock Street frontage be setback to provide for appropriate place making initiatives. The street currently has very narrow footpaths, typical of a side street in Richmond/Cremorne. The development proposes to have its secondary office lobby entry off Shamrock Street yet has not provided a sufficient footpath width to accommodate the foot traffic. The development is attempting to entice office staff and patrons to the ground floor uses via the central courtyard from Shamrock Street but fails to provide for any improvements to the public realm. Again, this is not an issue which can be resolved by way of condition.

66. The proposal has now setback the development from Shamrock Street at ground floor to create a footpath width of at least 4m for the section to the west of Building B. This ensures that office staff or commercial patrons who access the central courtyard have sufficient footpath width to accommodate the additional foot traffic.

67. To the north of Building B the amended plans include an additional 0.7m of footpath, resulting in a total width of 2m. Whilst this is not to the full extent of what was originally recommended, it is acceptable as the main pedestrian entry from along Shamrock Street is through the central courtyard, and not the front of Building B. Therefore, foot traffic would be directed into the central area. Additionally the restricted retail premises has its entry from the central courtyard and not from Shamrock Street.

68. The approved townhouses to the east are to be constructed with a similar setback as Building B which allows for a more consistent streetscape.

69. The applicant has not provided a streetscape improvement plan for its frontage onto Shamrock Street. This is necessary considering the significant portion of widened footpath and the increase in foot traffic. This will be required by way of condition.

Other matters

70. As outlined within the assessment above, the substituted plans have addressed Council's previous grounds of refusal and subject to conditions, can be supported. It should be noted, that where it had previously been stated in the original delegate report that matters could be resolved by way of condition, they have been included within the proposed *Recommendation* section of this report (where relevant). Additionally, referral comments from both the original application and the amended plans have resulted in a number of conditions being placed on the permit (where relevant). Other matters to be discussed are as follows:

Decrease in the width of the separation between Building A and B

71. The setback between Buildings A and B has decreased from 9.8m to 7.5m from the second floor and above is not acceptable, as it reduces the visual separation between the two buildings. This separation assists in reducing the visual bulk of the development when viewed in the round. Additionally, this reduction in setback enlarges the massing of Building A and allows it to encroach further east towards the more sensitive interfaces and streetscapes. A condition can require this setback to be retained at 9.8m.

Alterations to the built form of Building A along the southern boundary

72. The substituted plans make some adjustments to the built form along the southern boundary by filling in:

(a) a setback area at first floor;
(b) the terrace at second floor; and
(c) the third floor setback area between Buildings A and B with a terrace.

73. Council planning officers find this to be acceptable as this part of the site abuts land (No. 475 Church Street) zoned Commercial 2 where more intensive development is expected. Additionally, to the south of the subject site, is a continuous on-boundary wall which limits any off-site amenity impacts.

74. With regards to potential equitable development impacts to No. 475 Church Street due to the inclusion of an open terrace along the shared boundary, any future development at No. 475 Church Street would be able to build along the shared boundary as offices are not considered a sensitive use. Additionally, the proposal is not reliant in the southern terrace for light and air as the third floor of Building A also has an eastern aspect and the southern wall is setback 5m from the shared boundary which is sufficient to allow for daylight access. Any occupants of this terrace will also have a northern outlook between Building A and B.

75. In terms of any visual bulk impacts to No. 28 Brighton Street from this additional built form, the majority of views to these 'filled in' areas would be obscured by the existing on-boundary wall along their northern boundary, the built form of Building B and the existing building of No. 475 Church Street.

76. As identified in the original delegate report, there are townhouses located to the south of No. 475 Church Street, at No. 7 Sanders Place with Council planning officers making the following comments:

(a) These dwellings do not directly abut the subject site. The three, western townhouses are constructed along the shared boundary with No. 475 Church Street which is also located within the Commercial 2 Zone. Any residents living in these townhouses, in this circumstance, should have an expectation that due to the Commercial 2 zoning of No. 475 Church Street, it is likely to be developed more intensely in the future then the current single storey warehouse.

77. These comments are relevant in the consideration of any additional visual bulk impacts associated with these 'filled in' areas. These townhouses are also between two and three storeys in height and therefore are comparable to the height of these 'filled in' areas.

78. Considering the built form to the south and the distance of the subject site to these dwellings, the additional built form would not result in increased overshadowing impacts. It should be noted that overshadowing was not previously identified by Council planning officers as an issue. The following is an exert from the original report where this was discussed:

    (a) Following on from this, the proposal does not impact these townhouses until 1pm, when the two western-most, first and second floor terraces are completely in shadow. This increases to approximately the western half by 2pm, and by 3pm, all townhouse terraces are in shadow. The shadowing is primarily from Building A. Council planning officers agree that Building A is excessive in height and requires a substantial reduction in height. If this were to occur, the shadowing would also be reduced. However, Council planning officer note that it would be an unrealistic expectation for any residents in this location to not experience any additional overshadowing. The western-most townhouses directly abut a Commercial 2 Zone and all have their private open spaces abutting their northern boundary, with minimal, if any, setbacks provided. The issue of expecting change on adjoining lots was addressed within the Tribunal decision, 37 KR Developments Pty Ltd v Moonee Valley CC [2010] VCAT 1063, where it was stated that:

        [9] Local communities often do not acknowledge or recognise that significant change has been a constant feature of our urban areas, and that further substantial change will continue into the future

    (b) Considering the limited extent of time of additional overshadowing for the majority of these townhouses (four out of the six are impacted for one hour), their site context of abuttal with a Commercial 2 Zone and being one site removed from the proposal, the level of overshadowing is not considered unreasonable.

79. The applicant has also provided additional shadow diagrams associated with these dwellings. These diagrams show a similar level (if not less) of overshadowing to what was previously assessed. These shadow diagrams show that the second floor balcony (primary area adjacent to the living room) of the western-most townhouses is impacted from 2pm onwards, and that the second floor balcony of the townhouse to its east is not impacted until 3pm. This is a lesser impact then what was previously assessed and found to be satisfactory. Council planning officers continue to find this level of overshadowing to be reasonable, for the reasons already outlined and also for those further discussed in the original delegate report. Council's external urban designer had previously raised this as an issue but has now found this to be addressed.

    Traffic assessment

80. Both Council's Senior Traffic Engineer and external traffic consultant raised traffic concerns regarding the intersection of Shamrock and Church Streets. The following is an exert from Council's original delegate report:

    (a) The results of the post-development modelling provided by the applicant's traffic engineers suggest that the intersection is expected to operate under 'excellence' conditions without adversely impacting Church Street. Both Council's engineers and external traffic engineer questioned the accuracy of this due to anecdotal evidence of queuing along Church Street.

    (b) Council's external traffic engineer made the following statements:

        (i) It is not clear whether the analysis has considered any existing traffic queues on Church Street. Church Street is known for slow traffic movement and significant queuing during the commuter peak hours.

(ii) The reduction in intersection performances as a result of queuing on a main road is difficult to reflect in SIDRA and the analysis provided may not represent actual conditions.

(iii) A gap analysis based on actual gaps in traffic along Church Street may have been more appropriate to assess whether this intersection is impacted by stationary queues on Church Street.

(c) Both Council's engineers and external traffic engineer requested further investigation of this by the applicant. Council's external traffic engineer also recommended that the applicant review whether 'Keep Clear' line marking or turn bans are warranted. This is in particular reference to ensuring that traffic turning right into Shamrock Street is not obstructed by stationary queues of southbound traffic along Church Street and therefore obstructing northbound traffic on Church Street. Had Council been of a mind to support this proposal, this would have been required prior to making a decision.

81. The applicant has now provided this additional gap study with these amended plans. The applicant's traffic engineers commissioned Trans Traffic Survey Pty Ltd to undertake gap capacity surveys at the existing intersection of Shamrock Street and Church Street during the peak periods.

82. The traffic studies were undertaken on Wednesday 10 October 2018 and recorded gaps along both the northbound and southbound lanes of Church Street adjacent Shamrock Street. Both Council's Senior Traffic Engineer and external traffic consultant are now satisfied with the additional assessment with the following comments being provided:

Council's Senior Traffic Engineer

(a) This analysis has been used to determine whether the critical movements at the intersection have adequate capacity in the peak hours once the development is operational. When entering major roads from minor roads (such the left and right turn movements from Shamrock Street into Church Street), motorists must wait for an acceptable time gap in the traffic stream to which they must give way before proceeding. It is agreed that the operation of the signalised intersection of Church Street/Swan Street (150 metres to the north) would provide gaps in the Church Street traffic stream to allow vehicles to exit Shamrock Street. The analysis undertaken by Impact confirms that the intersection has capacity to accommodate the critical turning movements.

Traffix Group

(b) The Impact response includes the gap analysis requested by the referral comments. We are satisfied with the analysis and associated assumptions/methodology. The critical movement as far as the impact on Church Street is the right turn into Shamrock Street in the AM peak, which has adequate capacity based on this analysis. It is likely during the PM peak that there will be some queuing on Shamrock Street from vehicles exiting the site, which is acceptable and will not impact on Church Street.

(c) Based on the above, we are satisfied that Impact response is acceptable and that no additional mitigating works are required at this intersection.

83. This issue is now resolved, subject to this additional analysis.

Car parking provision

84. As outlined in the *Proposal* section of this report the substituted plans reduce the car parking provision. Reduction in car parking provide in Basement 2 from 121 to 104 (reduction of 17) and Basement 1 of Building C from 23 to 12, a reduction of 11 car parking spaces. Overall total reduction of 28 spaces from 240 to 212.

85. The applicant has not provided Council planning officers with any indication if the number of children attending the child care has changed. Therefore the number of children will remain at 100. The previous car parking table as per Clause 52.06 showed the following:

Proposed Use	**Quantity/ Size**	**Statutory Parking Rate***	**No. of Spaces Required**	**No. of Spaces Allocated**
Office	23,504 m^2	3 spaces per 100 m^2 of net floor area	705	217 (202 for the office, with the remainder shared between the staff of the restricted retail and food and drinks premises)
Restricted Retail	1,219 m^2	2.5 spaces per 100 m^2 of leasable floor area	30	
Food and Drink	83 m^2	3.5 spaces per 100 m^2 of leasable floor area	2	
Childcare Centre	100 places	0.22 spaces to each child	22	23
Total			**759 Spaces**	**240 Spaces**
Shortfall				**520 spaces +1 child care**

86. With the current amended plans, the revised table is as follows:

Proposed Use	**Quantity/ Size**	**Statutory Parking Rate***	**No. of Spaces Required**	**No. of Spaces Allocated**
Office	17,193 m^2	3 spaces per 100 m^2 of net floor area	515	200 (allocation unknown)
Restricted Retail	1,102 m^2	2.5 spaces per 100 m^2 of leasable floor area	27	
Food and Drink	155m^2	3.5 spaces per 100 m^2 of leasable floor area	5	
Childcare Centre	100 places	0.22 spaces to each child	22	12
Total			**569 Spaces**	**212 Spaces**
Shortfall				**357 spaces**

87. As already discussed in the previous delegate report, the previous reduction in car parking spaces was considered appropriate in the context of the development and the surrounding area. The site is very well positioned in terms of public transport services. Engineering Services and external traffic engineer had no objection to the proposed reduction in the car parking requirement.

88. The reduction in the provision of the child care spaces are an important consideration. The child care car parking has been reduced to 12, from a previous 23, which was an oversupply of 1 space. Within the previous assessment it was outlined that there were a number of issues with the internal spacing's of this car park, with a number of additional areas now being provided.

89. The applicant's traffic report associated with the original application stated that at a maximum, up to 50 percent of the 22 staff would drive, which equates to a demand of 11 car parking spaces. These can be accommodated on-site even in the amended basement car park.

90. Council's Senior Traffic Engineer supported the proposed reduction and made the following supplementary comments in relation to the changes in the child care parking provision:

    (a) For the childcare centre, the provision of 12 on-site spaces would equate to a rate of 0.12 spaces per child. A childcare centre at 556 Swan Street, Richmond (PLN15/0302 issued on 22 March 2016), was approved with an on-site car parking rate of 0.134 spaces per child. The proposed car parking provision for the childcare at the subject site is considered appropriate.

    (b) There is no objection to the reduction in car paring for the childcare centre.

    (c) Generally, parking at childcare centres is split between staff and parents. The City of Brisbane's Transport, access, parking and servicing planning scheme policy (SC6.31) indicates that a childcare centre's on-site parking should allocate 60% of spaces to staff. There might be some merit in providing some on-site parking to parents. On the other hand, the proposed childcare centre's catchment area would potentially encompass much the surrounding businesses and residences whereby parents could walk with their children to and from the childcare centre.

    (d) If all parking is allocated to staff, parents would know upfront that the childcare centre would not have any on-site parking for parents.

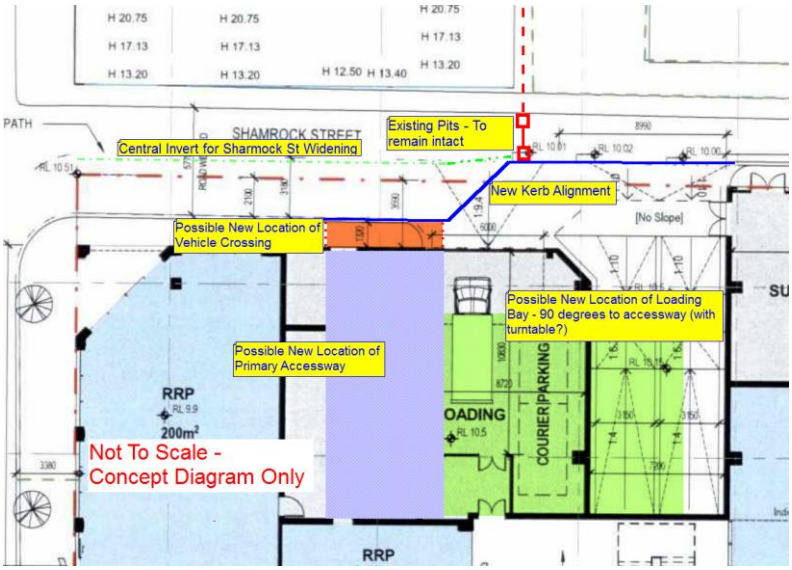
91. Council's Senior Traffic Engineer also recommended that the footprint of the basements should clear of the widened road pavement and new kerb alignments of Shamrock Street (i.e. - no portion of the basement should be located underneath the road pavement of Shamrock Street). Council planning officers have not included this as a permit condition as this is an onerous request.

Drainage

92. Within the original delegate report, a significant issue was identified with regards to a drain in Shamrock Street, the following is an exert:

    (a) Turning to the widening of Shamrock Street. Council's civil engineers identified this as a significant issues. As a result of the widening, two existing grated side entry pits (located 24m to the east of Church Street) would be impacted. These pits are located at the lowest point in Shamrock Street which connects into a drain that runs underneath properties on the east side of Church Street and continues to Lesney Street. The inlet capacity of the southern grated side entry pit would be reduced as a result of the widening of Shamrock Street due to the removal of the lintel and the throat. Council's civil engineers stated that it is vital that the pits remain intact as they are critical in collecting rainfall run-off for the Shamrock Street catchment area. Council's civil engineers recommended that the principal vehicular entrance be relocated further west. As the development entrance would be located in the vicinity of the low point in Shamrock Street, Council's civil engineers also recommended that a central invert be constructed in the widened section of Shamrock Street.

As a result of these recommendations, the principal vehicle entrance and loading bay need to be redesigned and the length of the Shamrock Street widening be reduced from what was originally proposed. Council's civil engineers provided the following diagram:



93. As part of the amended plans, the applicant made changes to the widened section of Shamrock Street and also provided a drainage investigation report. The report stated that due to the revised widening, additional offset from the building line, increased storage area, and the minimum of 300mm of additional floor level (to RL10.4), the existing drainage flooding within Shamrock Street will not be adversely affected.

94. Council's drainage engineer continues to have concerns with this and made the following comments:

(a) *I have reviewed the drainage investigation report prepared by Northrop Pty Ltd. The CCTV inspection of the existing drain from Shamrock Street to Lesney Street requested by Council was not provided in the report. On page 9 of the report in section 2.2 the report states that "Based on the CCTV investigation the existing DN225 (pipe) is in reasonable condition and has a capacity of 100 litres per second. "This flow capacity is used to determine the flood level in Shamrock Street. However, a Council CCTV inspection of the drain undertaken on the 24 October 2018 indicates that a smaller diameter pipe (150mm diameter) has been inserted into the drain between Shamrock Street and Lesney Street at some time in the past. This constriction (see attached image), reduces the capacity of the existing drain and may affect the determined flood level. This section of the Council drain is under a building and cannot be accessed to remove the constriction. The provided catchment and flood analysis should be reviewed to determine if the constricted drain will affect the specified flood level and the development still has adequate protection from flooding.*

(b) *Further to our discussion on the flood risk assessment for this development. The current report indicates the depth of flooding in the street in the vicinity of the driveway could reach 300mm. This could prevent vehicles getting into and out of the driveway while the road is flooded.*

95. Please note that this is an on-going issue and an addendum will be provided prior to the Council meeting on 27 February 2019 in relation to this specific issue.

Other requirements

96. As the substituted plans have not included amended reports, the following is required as part of permit conditions:

(a) Sustainable Management Plan;
(b) Waste Management Plan;
(c) Acoustic Report;
(d) Landscape plan report;
(e) Wind Report

97. The following will also be required by way of condition:

(a) Green Travel Plan;
(b) Construction Management Plan;
(c) Car Park Management Plan; and
(d) Various traffic engineer conditions relating to civil works to, road protection, impacts on assets, vehicle crossings and drainage.

Conclusion

98. Based on the above report, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported, subject to conditions.

RECOMMENDATION

That having considered all objections and relevant planning policies, Council resolve to advise the Victorian Civil and Administrative Tribunal that it supports the substituted amended plans, and that had Council been in a position to it would have issued a Notice of Decision to Grant a Planning Permit PLN18/0328 for the use and development of the land for the construction of three mixed use buildings (including a childcare centre), reduction in car parking requirement, and alteration of access and building and works to a Road Zone Category 1 Road at 459 – 471 Church Street and 20-26 Brighton Street, Richmond, generally in accordance with the architectural plans prepared by Architectus dated 3 and 4 February 2019 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 architectural plans prepared by Architectus dated 3 and 4 February 2019 but modified to show:

(a) a setback of at least 3m provided for Building B from level 3 and above from the eastern boundary (associated with the section of wall to the north of the lift area where it is attached to Building C);

(b) deletion of any glazing along the eastern boundary wall of Building B;

(c) an increase in the width of the separation of Buildings A and B to a minimum of 9.8m;

(d) confirmation (via a sectional diagram) that there is no unreasonable overlooking opportunities from the north-facing podium walls of Building B into the private open space of No. 9 Shamrock Street within 9m;

(e) the allocation of car spaces for each use on the basement floor plans;

(f) the allocation of any car spaces for child care drop offs/pickups within the basement of Building C on the basement floor plans;

(g) the width of the Shamrock Street footpath annotated on plans;

(h) the dimension of the doorway width of the Brighton Street vehicle entrance;

(i) sight triangles superimposed and dimensioned for the exit lanes of all vehicular entrances;

(j) the loading facility dimensioned including the entrance and vehicle crossing;

(k) swept path diagrams to confirm truck access and egress from the loading bay;

(l) the widened section of Shamrock Street dimensioned from the face of the kerb, to the face of the kerb;

(m) accessible parking spaces and associated shared areas dimensioned and as satisfying the Australian/New Zealand Standard AS/NZS 2890.1:2004 with bollards inserted as required;

(n) column depths and locations to satisfy *Diagram 1 Clearances to car parking spaces* or AS/NZS 2890.1:2004 (where applicable);

(o) the dimensions of clearances to walls (and be no less than 300mm);

(p) the dimensions of each ramp grade length;

(q) a pedestrian refuge (minimum 1.3m in span) in between the vehicle crossings of the development entrance and the loading bay;

(r) the inside edge of the ninety-degree bend of the ramped accessway connecting Basement 2 with Basement 1 with a minimum clearance of 300 mm from the column as required by AS/NZS 2890.1:2004;

(s) swept path diagrams of passing movements for a B85 design vehicle and an oncoming B99 design vehicle along the ninety-degree bend of the ramped accessway connecting Basement 2 with Basement 1, demonstrating satisfactory passing movements;

(t) the boundary between private and public property delineated through the use of alternative surface materials or “banding”;

(u) confirmation that none of the utility services in Wright Street are required;

(v) the provision of a clear travel path for pedestrians along the south side of Shamrock Street between Church Street and the eastern side of the car park entrance;

(w) a pram ramp at the Shamrock Street kerb, aligned with the northern courtyard entrance;

(x) dimensions of bicycle storage spaces, and relevant access ways demonstrating compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority;

(y) visitor bicycle parking provided at a rate of at least 1 space to each 500sqm of net office floor space, in a location easily accessed by visitors to the site (i.e. spaces must not be located within a secure facility) and for at least 80 percent visitor bicycle parking facilities to be ground level (horizontal) spaces;

(z) employee bicycle parking facilities (provided at a rate of a minimum of 1 space to each 100sqm of net office floor space) located at ground-floor or basement 1, each within a secure facility (bicycle locker or lockable compound), with reasonable proximity and access to:

(i) building entrances and/or lift shafts;

(ii) end of trip facilities, including showers and change rooms.

(aa) at least 20% of bicycle storage spaces provided as horizontal storage spaces as required under AS2890.3;

(bb) details of the number of showers and change-rooms;

(cc) confirmation on plans that the car park areas are electrically wired with a minimum 40A single phase electrical sub circuit for 'EV readiness';

(dd) a materials sample board of external colours, materials and finishes;

(ee) any requirement of the endorsed Sustainable Management Plan (condition 7) (where relevant to show on plans);

(ff) any requirement of the endorsed Waste Management Plan (condition 10) (where relevant to show on plans);

(gg) any requirement of the endorsed Landscape Plan Report (condition 13) (where relevant to show on plans);

(hh) any requirement of the endorsed Wind Report (condition 17) (where relevant to show on plans);

(ii) any requirement of the endorsed Acoustic Report (condition 19) (where relevant to show on plans); and

(jj) any requirement of the endorsed Streetscapes Improvements plan (condition 33) (where relevant to show on plans).

2 The use and development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

3 As part of the ongoing consultant team, Architectus or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

(a) oversee the 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.

Childcare Centre Use

4 Except with the prior written consent of the Responsible Authority, the childcare centre use authorised by this permit may only operate between the hours of 7am and 7pm, Monday to Friday.

5 Except with the prior written consent of the Responsible Authority, no more than 22 staff are permitted on the land at any one time.

6 Except with the prior written consent of the Responsible Authority, no more than 100 children are permitted on the land at any one time.

Sustainable Management Plan

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

The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Cundall in April 2018, but modified to include or show:

(a) fresh air supply in excess of AS1668 air flow rates by at least 50%;

(b) more information on the expected daylight performance of the buildings and ensure that 30% of floor area can reach a minimum 2% df standard, and provide a suitable VLT for each area to assist achieve this standard;

(c) increased external shading systems to reduce heat gain, rather than rely on glazing. If not, include the SGHC proposed including the minimum VLT noted in the SMP, and demonstrate that the 30% energy reduction can be met;

(d) a completed JV3 energy modelling report, or equivalent, demonstrating the 6 points or 30% improvement in NCC requirements;

(e) include all MUSIC model inputs and outputs including catchment area, storage locations and volume and location and number of toilet connections to ensure that best practice in WSUD can be met;

(f) mark approximate size and location of solar PV array on roof and elevations;

(g) details of proposed type and efficiency of hot water system. Recommend gas boosted solar hot water or gas storage hot water with a minimum 85% efficiency / 5 Star equivalent;

(h) ensure that the WMP has sufficient spaces allocated to recycling and all waste streams. Ensure that recycling is just as convenient at general garbage;

(i) a COP for HVAC (VRV) within one Star or 85% of best available of suitably designed size and capacity;

(j) the provision of a composting system; and

(k) the provision of electric vehicle charging facilities.

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

SMP Implementation Report

9 Before the development is occupied, a report from the author of the Sustainability Management Plan, approved under this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm all measures specified in the Sustainability Management Plan have been implemented in accordance with the approved plan.

Waste Management Plan

10 Before the development commences, an amended Waste Management Plan prepared to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Irwin Consult (dated 4 May 2018), but modified to include:

(a) collection for the waste associated with Building C to occur within title boundaries; and

(b) details of how food waste will be diverted from the waste stream from the remaining areas of the development.

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

12 The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

Landscape Plan

13 Before the development is occupied, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must:

(a) be updated in accordance with the most recent architectural drawings;

(b) provide further detail on the design of the outdoor playspace for the childcare facility;

(c) provide further details on the vertical green systems across the development;

(d) provide details on how the feature tree in the deck area will be incorporated into the deck surface to ensure sufficient growing width is provided. Details on the nominal depth to be included;

(e) provide information on the landscape feature proposed at the corner of Church and Shamrock Streets;

(f) provide information in the Technical Notes on how the grade of the proposed garden beds in relation to their mounded nature will be maintained over time;

(g) provide details of allowances in the basement parking plans to accommodate the drop in the slabs for the proposed garden beds, ensuring there is sufficient headroom as well as depth for tree and plant growth;

(h) include more green infrastructure on the northern façade to Building B such as vertical climbing structures or planting beds;

(i) provide detailed planting plans for the development and show the type, location, quantity, height at maturity and botanical names of all proposed plants;

(j) show the type, location, quantity, height at maturity and botanical names of all proposed plants;

(k) detail the design and layout of the common area, outdoor terraces, planters and any ground level planting;

(l) provide a specification of works to be undertaken prior to planting; and

(m) detail plant/planting maintenance schedules and requirements.

14 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and

(c) replacing any dead, diseased, dying or damaged plants,

all to the satisfaction of the Responsible Authority.

Street Tree

15 Before the development commences, the permit holder must provide an Asset Protection Bond of $10,000 (ex GST) for the three (3) trees in Church Street adjacent the frontage of the development and one (1) tree opposite 22 Brighton Street to the Responsible Authority. The security bond:

(a) must be provided in a manner, and on terms, to the satisfaction of the Responsible Authority;

(b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and

(c) in accordance with the requirements of this permit; or

(d) otherwise to the satisfaction of the Responsible Authority.

16 Before the development commences, the permit holder must make a one off contribution of 17,633.25 to the Responsible Authority to be used for:

(a) the cost of supply, planting and establishment maintenance four trees (one in Church St and three in Brighton St).

Wind

17 Before the development commences, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by MEL Consultants and prepared on 1 May 2018, but modified to include (or show):

(a) a wind tunnel model study of the environmental wind conditions which must explore the wind conditions of the ground floor and the terraces and whether additional mitigation treatments are required to satisfy the relevant criteria.

18 The provisions, recommendations and requirements of the endorsed Environmental Wind Assessment must be implemented and complied with to the satisfaction of the Responsible Authority.

Acoustic report

19 Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Cundall prepared on 27 April 2018, but modified to include (or show, or address):

(a) confirmation of the following:
   (i) that rail noise has been predicted to upper levels of the building, and that the advice provided will achieve the indoor design targets.
   (ii) that noise from children playing in the rooftop outdoor play area has been predicted to the proposed overlooking office spaces, and that the glazing proposed will achieve appropriate indoor targets for this noise source.
   (iii) that a review of façade upgrade treatments to offices overlooking the rooftop plant room on Building C will be undertaken during the detailed design to ensure that the indoor targets will be met.

(b) The sound power level used for children's voices in each of the outdoor play areas, or sufficient information included in the report to calculate them. A 3-D image of the noise model used in calculations must be provided.

(c) Assessments of the childcare centre noise impacts to (with the receiver locations included):
   (i) No. 28 Brighton Street (the high level north facing windows, and the outdoor private open space) and
   (ii) Upper levels of the approved townhouses at No. 16 Brighton Street.

The acoustic report must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of music noise from public premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the Responsible Authority.

20 The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

21 Within 3 months of the occupation of the building, updated post-occupation Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be generally in accordance with the endorsed acoustic report. The report must be submitted to and approved by the Responsible Authority. When approved, the updated post-occupation Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must (assess) address the following:

(a) Confirm that the recommendations of the endorsed acoustic report required as part of Condition 19 have been implemented;

(b) Assess mechanical plant noise to SEPP N-1; and

(c) If non-compliance with Condition 21b is measured, additional acoustic measures as recommended by the amended post-occupation acoustic report are to be implemented within one month of the date of the amended acoustic report.

22 The provisions, recommendations and requirements of the endorsed post-occupation Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Transport for Victoria Conditions (Condition 23 and 24)

23 The permit holder must take all reasonable steps to ensure that disruption to tram operation along Church Street is kept to a minimum during the construction of the development. Foreseen disruptions to tram operations during construction and mitigation measures must be communicated to Yarra Trams and Public Transport Victoria thirty five days (35) prior.

24 The permit holder must ensure that all track, tram and overhead infrastructure is not damaged. Any damage to public transport infrastructure must be rectified to the satisfaction of the Public Transport Victoria at the full cost of the permit holder.

VicRoads Conditions (Conditions 25 to 27)

25 Before the use approved by this permit commences the following roadworks on Church Street, Richmond must be completed at no cost to and to the satisfaction of the Roads Corporation:

(a) The provision of Keep Clear line-marking at the intersection of Church Street and Shamrock Street, Richmond.

26 Prior to the commencement of the development, excluding demolition works, an Engineering report from a suitably qualified Engineer outlining the design, management and construction techniques to be implement prior, during and following excavation to prevent any impact on the Burnley Tunnel is to be submitted to VicRoads and CityLink for approval. Once approved, the Engineering Report will form part of the planning permit. Without limiting the scope of the report, it must consider all relevant structural and geotechnical issues, including, but not limited to, demonstrating:

(a) That the development will not compromise the structural integrity of the Burnley Tunnel;

(b) What is the load applied to the ground by the development;

(c) What is the depth of the excavation;

(d) That the development will not cause changes to groundwater conditions that will result in adverse effect on the Burnley Tunnel.

(e) Any holding points requiring VicRoads and CityLink inspection and approval prior to releasing the hold points.

27 Prior to the commencement of and during the course of construction the following details must be submitted to the satisfaction of VicRoads and CityLink for approval:

(a) Initial groundwater level;

(b) Expected and confirmation of actual flows and total volume drained during the construction of the basement;

(c) if the completed basement is tanked or drained;

(d) If drained, confirm flow rate into the basement and the height and extent of the permanent lowering of the watertable.

(e) Temporary or permanent groundwater drawdown greater than 2 metres below existing levels requires the developer to demonstrate the impact of the proposed development on the regional groundwater regime. The developer shall describe how groundwater drawdown will be managed, and demonstrate that there will be an insignificant impact on CityLink assets.

Road Infrastructure

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

(a) at no cost to the Responsible Authority (inclusive of the cost of modifying any parking signs or road markings for parking bays (where required); and

(b) to the satisfaction of the Responsible Authority.

29 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any roads, footpaths and other road related infrastructure adjacent to the development site damaged as a result of the construction works, including trenching and excavation for utility service connections must be reconstructed and re-sheeted as single full width areas (with any areas of pavement failure as a consequence of construction traffic must be reinstated with full depth pavement):

(a) at no cost to the Responsible Authority; and

(b) to the satisfaction of the Responsible Authority.

30 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the footpath immediately outside the subject site's the Brighton Street, Shamrock Street and Church Street road frontages must be reconstructed:

(a) with the footpath having a cross-fall of 1 in 40 or unless otherwise specified by Council;

(b) at no cost to the Responsible Authority; and

(c) to the satisfaction of the Responsible Authority.

31 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel along the Brighton Street and Church Street road frontages are to be reconstructed:

(a) at no cost to the Responsible Authority; and

(b) to the satisfaction of the Responsible Authority.

32 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the full width of Shamrock Street along the development frontage must be profiled (grinded to a depth of 50mm) and re-sheeted:

(a) at no cost to the Responsible Authority; and

(b) to the satisfaction of the Responsible Authority.

33 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the new vehicular crossing on the west side of Brighton Street and the new vehicle crossing on the properties Shamrock Street road frontage must be constructed:

(a) to satisfy the vehicle ground clearance requirements for the B99 design vehicle;

(b) at no cost to the Responsible Authority; and

(c) to the satisfaction of the Responsible Authority.

Streetscape Improvement Plan

34 Before the development commences, or by such later date as approved in writing by the Responsible Authority, a Streetscape Improvement plan for the development's Shamrock Street frontage (inclusive of the widening of Shamrock Street) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority.

35 Before the building is occupied, all works associated with the Streetscape Improvement plan as shown on the endorsed plans and Streetscapes Improvement plan (referred to in Condition 33) must be fully constructed and completed by the permit holder, at no cost to the Responsible Authority and to the satisfaction of the Responsible Authority.

Widened section of Shamrock Street

36 Before the development commences, the design of the widened section of Shamrock Street must be prepared by an independent and suitably qualified engineering professional to the satisfaction of the Responsible Authority and in consultation with the Responsible Authority. The design must be submitted to and approved by the Responsible Authority. The design of the widening of Shamrock Street must provide details including pavement widths, surface treatment, road infrastructure items, landscaping (where applicable) and drainage.

37 Before the building is occupied, all works associated with the widening of Shamrock Street (referred to in Condition 36) must be carried out, at the permit holder's cost and to the satisfaction of the Responsible Authority.

38 Within six months of the commencement of works, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, providing for the following:

(a) The Owner must provide unfettered 24 hour public access over (and inclusive of the provision of lighting) over that part of the land to be used for the widened section of Shamrock Street between Church Street and the eastern boundary of the development's Shamrock Street frontage;

(b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in condition 38(a) at the cost of the owners of the site and to the satisfaction of the Yarra City Council;

(c) The owner(s) must obtain and maintain insurance, approved by Yarra City Council, for the public liability and indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in condition 38(a).

39 The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

Car parking

40 Before the development is occupied, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:

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

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

(c) the number and allocation of storage spaces;

(d) any policing arrangements and formal agreements;

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

(f) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by Condition 10; and

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

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

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

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

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

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

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

all to the satisfaction of the Responsible Authority.

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

Green Travel Plan

44 Before the development is occupied, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Impact Traffic Engineering prepared on 2 July 2018, but modified to include (or show, or address):

(a) deletion of any language such as ‘could be introduced’ and instead of ‘should’ or otherwise committing to a particular action;

(b) the Action Plan at Appendix A to references to all actions included in the report, including any carpooling actions;

(c) the promotion of various public transport smartphone apps such as the Public Transport Victoria app and/or train or tram tracker;

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

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

(f) the provision of real time passenger information displays for nearby stops within each lobby;

(g) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;

(h) a designated ‘manager’ or ‘champion’ responsible for coordination and implementation;

(i) details of bicycle parking and bicycle routes;

(j) details of GTP funding and management responsibilities;

(k) the types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);

(l) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;

(m) security arrangements to access the employee bicycle storage spaces;

(n) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;

(o) reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness'; and

(p) provisions for the Green Travel Plan to be updated not less than every 5 years.

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

Lighting

46 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be:

(a) located;

(b) directed;

(c) shielded; and

(d) of limited intensity,

all to the satisfaction of the Responsible Authority.

General

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

48 The amenity of the area must not be detrimentally affected by the construction and use, including through:

(a) the transport of materials, goods or commodities to or from land;

(b) the appearance of any buildings, works or materials;

(c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or

(d) the presence of vermin.

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

50 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.

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

52 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.

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

(a) Monday–Friday (excluding public holidays) before 7 am or after 6 pm;

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9am or after 3pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management

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

(a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;

(b) works necessary to protect road and other infrastructure;

(c) remediation of any damage to road and other infrastructure;

(d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;

(e) facilities for vehicle washing, which must be located on the land;

(f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;

(g) site security;

(h) management of any environmental hazards including, but not limited to,:

(i) contaminated soil;

(ii) materials and waste;

(iii) dust;

(iv) stormwater contamination from run-off and wash-waters;

(v) sediment from the land on roads;

(vi) washing of concrete trucks and other vehicles and machinery; and

(vii) spillage from refuelling cranes and other vehicles and machinery;

(i) the construction program;

(j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;

(k) parking facilities for construction workers;

(l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;

(m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;

(n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;

(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;

(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority.

In preparing the Noise and Vibration Management Plan, consideration must be given to:

(i) using lower noise work practice and equipment;

(ii) the suitability of the land for the use of an electric crane;

(iii) silencing all mechanical plant by the best practical means using current technology;

(iv) fitting pneumatic tools with an effective silencer;

(v) other relevant considerations; and

(vi) any site-specific requirements.

During the construction:

(q) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;

(r) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;

(s) vehicle borne material must not accumulate on the roads abutting the land;

(t) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(u) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time expiry

55 This permit will expire if:

(a) the development is not commenced within two years of the date of this permit; or

(b) the development is not completed within four years of the date of this permit; or

(c) the child care centre use has not commenced within five years of the date of this permit.

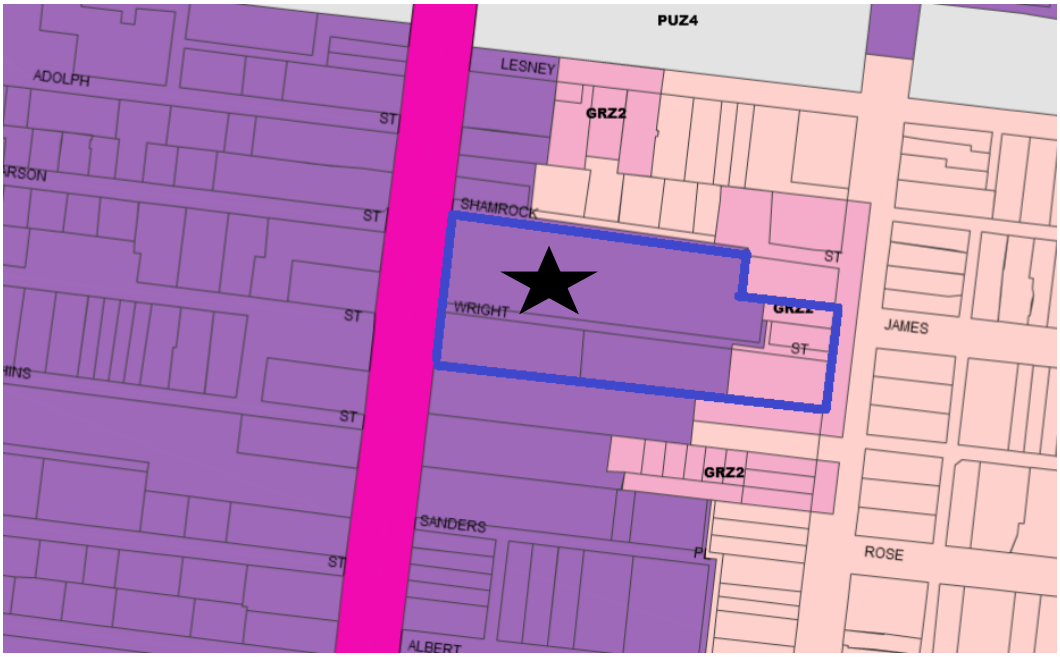
The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

CONTACT OFFICER: **Vicky Grillakis**
TITLE: **Coordinator Statutory Planning**
TEL: **92055124**

Attachments

1. PLN18/0328-7 - 459 - 471 Church Street & 20 - 26 Brighton Street Richmond - subject land - idac attachment
2. PLN18/0328-7 - 459 - 471 Church Street & 20 - 26 Brighton Street Richmond - original delegate report
3. PLN18/0328-7 - 459 - 471 Church Street & 20 - 26 Brighton Street Richmond - referrals of substituted plans - idac attachment
4. PLN18/0328-7 - 459 - 471 Church Street & 20 - 26 Brighton Street Richmond - Original Decision Plans Part 1 - idac attachment
5. PLN18/0328-7 - 459 - 471 Church Street & 20 - 26 Brighton Street Richmond - Original Decision Plans Part 2 - idac attachment
6. PLN18/0328-7 - 459 - 471 Church Street & 20 - 26 Brighton Street Richmond - Original Decision Plans Part 3 - idac attachment
7. PLN18/0328-7 - 459 - 471 Church Street & 20 - 26 Brighton Street Richmond - VCAT Ref No P1957/2018 - VCAT Substituted Documents

SUBJECT LAND:



⇧ **North**

★ **Subject Site**

City of Yarra
Planning Application DAP Report

Application No:	**PLN18/0328**
Land Address:	**459-471 Church Street & 20 – 26 Brighton Street, Richmond**
Current Land Use:	**Furniture Showrooms, car park and dwelling**
Zone/s:	**Part Commercial 2 Zone, Part General Residential Zone (Schedule 2)**
Overlay/s:	**Design and Development Overlay (Schedules 2 and 5) and CityLink Project Overlay (CLPO)**
Date Received:	**11 May 2018**
The Proposal:	**Use and development of the land for the construction of three buildings (ranging between four and fourteen storeys in height with two basement levels) for offices, restricted retail premises, food and drinks premises (cafe) and a child care centre (permit required for childcare centre only), reduction in car parking requirement, and alteration of access and building and works to a Road Zone Category 1 Road.**
Objections/Submissions:	**225 Objectors** **18 Statements of Grounds**
Planning Officer:	**Vicky Grillakis**
Statutory Days:	**Failure Appeal**

Planning Scheme Amendments

Amendment VC148

On 31 July 2018, Planning Scheme Amendment VC148 was gazetted by the Minister for Planning. 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. As a result, the office car parking requirement is now 3 spaces per 100sqm instead of 3.5, restricted retail is 2.5 spaces per 100sqm instead of 3, and the requirement for a food and drinks premises is now 3.5 spaces per 100sqm instead of 4. There is no change to childcare centres.

Background

Appeal against Council's failure to determine the application in time

On 8 October 2018, Council received notice that an application had been lodged at the Victorian Civil Administrative Tribunal (VCAT) by the applicant under section 79 of the *Planning and Environment Act* 1987 (the Act) for the failure of Council to determine the application within the statutory time period.

The purpose of this report is to form Council's position on the application.

A Compulsory Conference is scheduled for 22 January 2018. A VCAT Full Hearing is scheduled for five days beginning on 18 March 2019.

Eighteen other parties have lodged statements of grounds.

Planning History

- Planning permit PLN 981362 was issued 8 February 1999 for buildings and works to an existing warehouse.
- Planning permit PLN 990572 was issued 9 June 1999 for business identification signage.
- Planning application PLN16/0379 was withdrawn on 19 July 2016 for a change of use to a place of assembly (exhibition and function centre), restaurant (greater than 100sq.m.), shop (in excess of 500sq.m.), studio (in-nominate use) and office (non-permit required use) and a reduction in the associated car parking, bicycle and loading bay requirements of the Yarra Planning Scheme.
- Planning permit PLN18/0246 for display of business identification signage was issued on 6 September 2018.

Existing Conditions

Subject Site

The subject site is located on the eastern side of Church Street, Richmond and runs along the southern side of Shamrock Street, extending to the western side of Brighton Street. The site is generally rectangular in shape, save for a cut-out in the north-eastern corner associated with No. 16 Brighton Street which is not part of the subject site. The private road Wright Street runs through the centre of the site. The site is occupied by a double storey furniture showroom and car park fronting Church Street, a single storey warehouse in the centre of the site, and a dwelling and car park with fencing fronting Brighton Street.

The aerial image below depicts the subject site:



Title

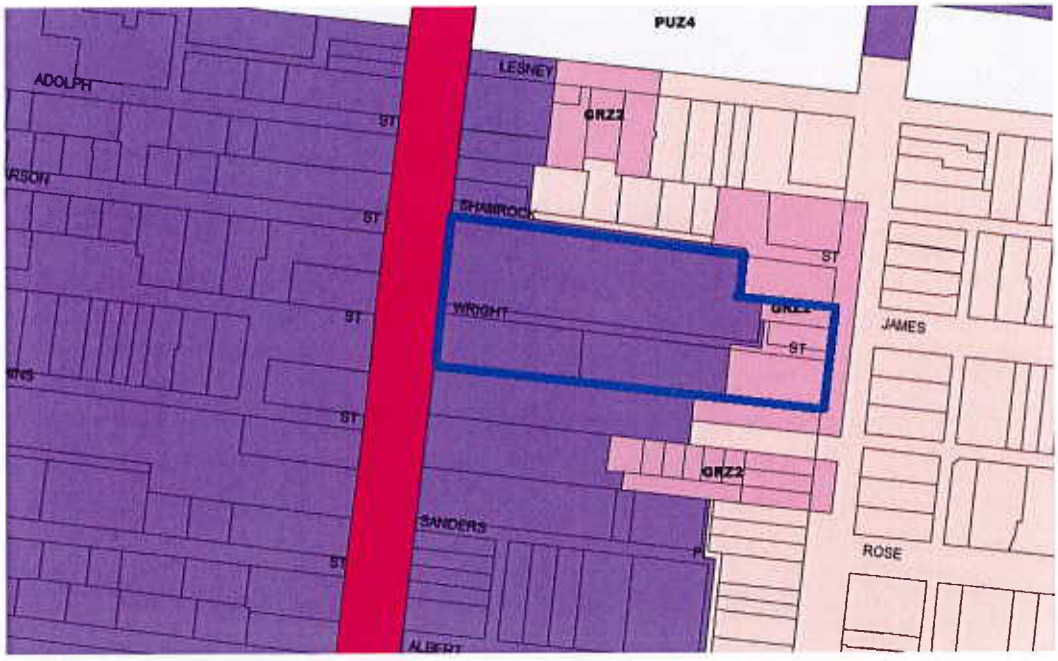
The subject site is made up of 18 lots:

- TP018720C
- TP835062H
- TP746732H
- TP747046V
- TP693554W
- TP377580K
- TP741791S
- TP895899J
- TP512064F
- TP600753Q
- TP702427L
- TP892174X
- TP512842G
- TP511648H
- TP845425Q
- TP895487J
- TP845454H
- TP010910Q

The titles submitted with the application do not show any covenants or easements.

Surrounding Land

The subject land is located within two zones - Commercial 2 and General Residential (Schedule 2), with the existing development in the wider area being mixed and consisting of residential, commercial and industrial uses resulting in diverse built form. Land zoned Neighbourhood and General Residential is located to the east of the subject site, as well as to the north and south. Public Use Zone (Schedule 4) located further to the north associated with the train line, and Church Street is a Road Zone. Below is a zoning map of the area:



The variation in the subdivision pattern and built form types associated with the different zones is clearly shown in the aerial image below:



General

Generally speaking, the built form of the area is hard-edged or with minimal front setbacks, with fine grain residential developments to the north, east and south (and interspersed in the surrounds also), with lots having high site coverage and high on-boundary walls. Richmond is well known as being quite intensely developed where "cheek by jowl" development is already common. The residential pockets of this part of Richmond are also generally built to their side boundaries with small private open spaces. Existing building heights in this area are primarily low rise, between one and three storeys with some taller structures in the wider area.

In the wider area are showrooms, warehouses and offices generally constructed to the boundary with high site coverage. A furniture retailing theme is evident in the area.

Further to the north, are the East Richmond Train Station and Swan Street Major Activity Centre (MAC) which includes various commercial uses and also the Richmond Train Station.

In an easterly direction is the residential pocket (both in built form typology and zoning) of Richmond with dwellings generally on narrow lots, built to their side boundaries and with small private open spaces.

To the west of Church Street is the suburb of Cremorne which has a similar typology, albeit even slightly more constrained in terms of site areas and high site coverage. The strip running along the western side of Church Street is also Commercial 2 Zoned land, with the residential pocket separated from this area by the north-south orientated Walnut Street

The Cremorne area is currently going through a period of transition from lower scale buildings to higher density development. Whilst the existing tallest buildings close to the site are five to seven storeys, there have been a number of approvals along the eastern end of Cremorne (closest to the subject site) and also the western part of Cremorne for larger scale developments. Recent approved developments which are currently under construction or have progressed beyond the planning permit stage and are within proximity to the site are as follows:

- 506 & 508-510 Church Street, Cremorne (10 storeys plus a roof terrace – 33m to the south-west)
- 11-13 Pearson Street, Cremorne (7 storeys – 93m to the north-west)
- 12-18 Albert Street, Richmond (7 storeys – 100m south)
- 'X' Building, Church Street, Cremorne (7 storeys - 100m south-west)
- 19 William Street, Cremorne (7 storeys – 117m south-west)
- 17 William Street, Cremorne (6 Storeys – 125m south-west)
- 561-563 Church Street, Richmond (6 storeys - 300m south-west)
- 594-600 Church Street, Cremorne (8 storeys - 340m south-west)

Further afield there have been numerous planning permit approvals in the western section of Cremorne ranging between 6 and 17 storeys in height for a mixture of commercial and residential developments.

Whilst the subject site is not located within Cremorne, it is located in proximity to it, and the above approved/under construction developments show there is an increasing trend in the area for larger scale built form compared to what currently exists.

North

Shamrock Street is a 4m wide one-way street (entering from Church Street and exiting onto Brighton Street). Along the northern side of Shamrock Street, at its intersection with Church Street, is a three-storey commercial building, occupied by a furniture showroom. To its north is a double storey building used for a Thai restaurant, a three storey bike shop and a double storey pub, known as 'Harlow' (previously the Great Britain Hotel). These sites are all located within the Commercial 2 Zone.

To their east, along the northern side of the residential portion of Shamrock Street are a row of single storey dwellings between Nos. 1-11 Shamrock Street and including No. 12 Brighton Street (double storey townhouses) at its eastern end. Each of these dwellings has minimal front setbacks, some of which have a side car park access/parking area, and private open spaces along their northern boundaries (although some of the dwellings have their entire private open spaces along their side boundary).

Along the northern boundary of the subject site is No. 16 Brighton Street which is currently a single storey dwelling with private open space at the rear. A planning permit (PLN11/0673) was approved

for four, part-two, part-three three storey townhouses (with basements) on 21 April 2012. The works have not yet commenced, and an extension of time to the permit was recently approved which allows for works to commence no later than 21 May 2019 and be completed no later than 21 May 2021. A building permit has not been issued, however a building surveyor has been appointed.

The approved townhouses will be built along the western boundary abutting the subject site, partly constructed along the southern boundary and also partly setback distances of between 1.5m and 4.265m from the southern boundary. The ground floor of the townhouses have service yards along the southern boundary, balconies at first floor and windows at each floor, all facing the subject site. These approved townhouses have north-facing windows and balconies as well. All the south-facing windows are either located 1.7m above the finished floor level or have screening to that effect. The eastern-most townhouse presents as double storey to Brighton Street and all present as three-storeys to Shamrock Street.

In terms of the surrounding heritage overlay, Nos. 1-11 Shamrock Street are graded as 'contributory' within the Barkley Gardens Heritage Precinct. Nos. 12 and 14 Lesney Street are also 'contributory' and No. 20 and 24 Lesney Street are "individually significant" to the same heritage precinct.

Beyond these immediate interfaces, are the dwellings located along the southern side of Lesney Street, with the train line to their north. Further north is the Swan Street Major Activity Centre.

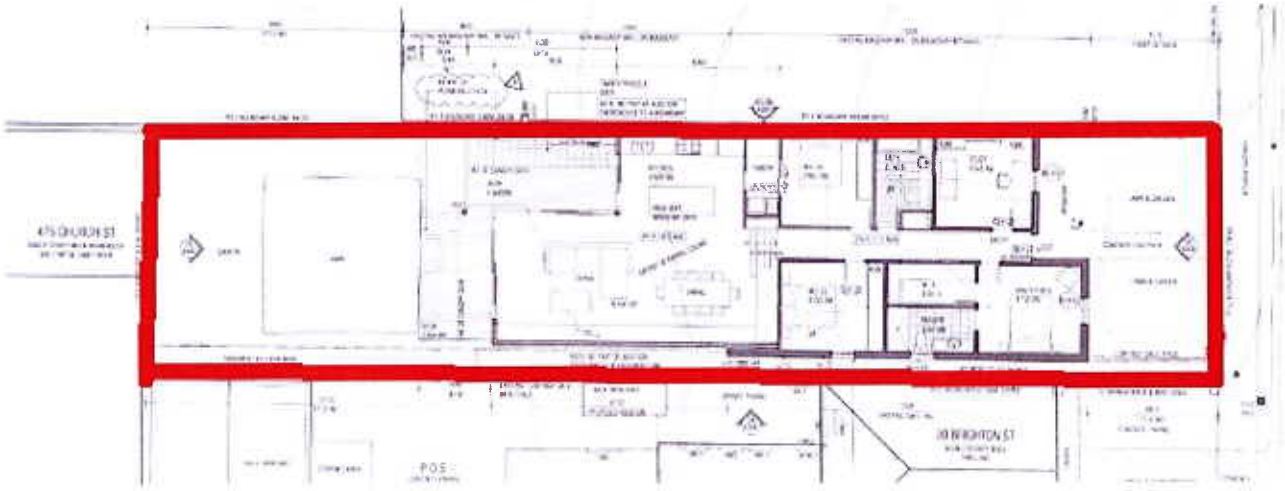
East

To the east of the site is Brighton Street which is 15m in width. Facing the subject site are single storey dwellings, typically attached on one side, with narrow side setbacks, and small private open spaces. To their east are single and double storeys dwellings with high site coverage. Beyond these, to the east of Mary Street is a large park, named Barkly Gardens.

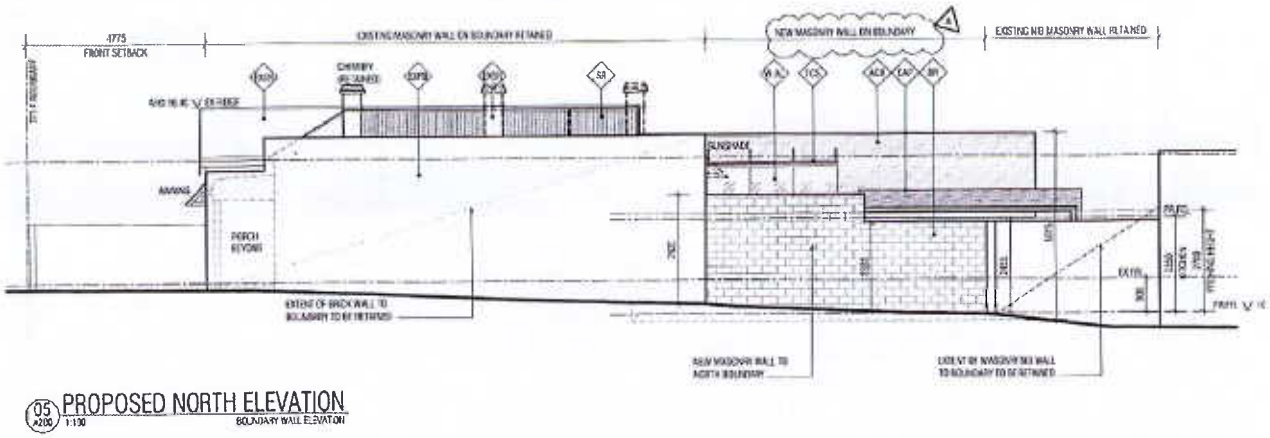
In terms of the surrounding heritage overlay along the eastern side of Brighton Street, there are a number of not-contributory dwellings, with the majority of those having heritage significance being further to the south. For example, between Nos. 23 to 39 Brighton Street (north-east and south-east of the subject site), only No. 31 Brighton Street is of heritage value.

South

To the south of the subject site, facing Brighton Street is No. 28 Brighton Street which is graded as 'contributory' to the heritage precinct. Occupying the site is a single storey, double fronted dwelling. Planning Permit PLN13/0432 approved a ground floor extension. The image below is the endorsed ground floor plan:



The works associated with this permit have been completed. The plans show that there is a solid wall along part of the shared boundary, with garden areas in the eastern and western ends of the site. There are rear, north-facing open plan living room windows looking towards the subject site as well as west-facing windows. A portion of the open plan living area also has north-facing highlight windows. The image below is the endorsed north elevation:



To its south is No. 30 Brighton Street which is a double storey dwelling, setback from the street for a front car park area with high side boundary walls and a large shed at the rear. Between the dwelling and the shed is private open space. This dwelling is graded as 'individually significant' to the heritage precinct. To its south are three recently constructed double and triple storey metal-clad dwellings.

To the south of the subject site, fronting Church Street is No. 475 Church Street which is a large, single storey furniture showroom and warehouse which is built along its northern boundary with the subject site. To the south of this is a private road, leading to the rear of the site. To its south are a row of attached double storey, furniture showrooms and warehouses. Each of these have high site coverage with any open areas being used for car parking or access.

To the east of these Church Street properties, and abutting the southern boundary of No. 475 Church Street and No. 30 Brighton Street, are a row of six, two and three storey townhouses located at No. 7 Sanders Place. These townhouses were approved under Planning Permit PL01/0765 on 11 September 2001. Each of these dwellings are partly built to their northern boundary with each having car parking, a study/bedroom/s and courtyard at ground floor, bedrooms and a balcony at first floor, living/kitchen at second floor and north-facing second floor terraces. The two, double storey townhouses have their living/kitchen at first floor with no second floor. They receive access to their site from Sanders Place which is within a Commercial 2 Zone. The dwellings are located within the General Residential Zone. Dwellings are prohibited in the Commercial 2 Zone.

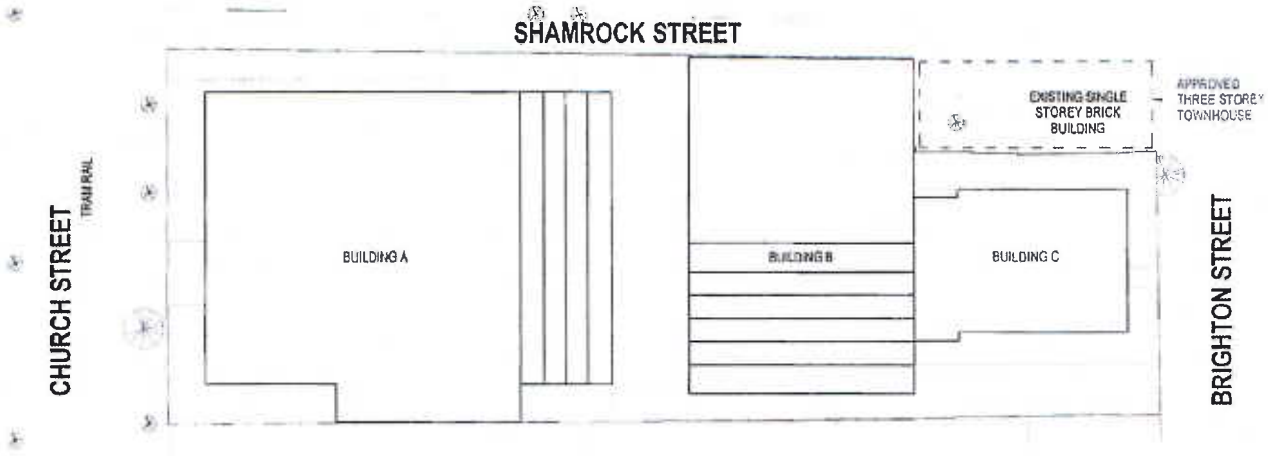
Further south are other commercial buildings with robust built form, and the Yarra River.

West

To the west of the subject site is Church Street which is a Category 1, Road Zone (under VicRoads authority) with a tram route running north to south and parking either side, effectively resulting in it generally being a single lane road in either direction. On the opposite side of the street are other large single and double storey commercial buildings. Beyond these is Walnut Street which separates the Commercial 2 Zone land from the residential area further to the west.

The Proposal

The proposal is for the demolition of all buildings on site, and the constructed of three buildings, one facing Church Street, another facing Shamrock Street and the third, facing Brighton Street. This is shown in the image below:



The front building comprises of a five storey podium, with nine additional levels above. The middle building has a double storey base, north-facing second floor terraces, with the southern side terracing at each level, up to an overall height of eight storeys. The Brighton Street building is a three-storey plus covered fourth floor open space building.

Buildings A and B are attached from the ground floor to the second floor, with the two buildings separating from the third floor and above. Building C (Brighton Street) is built along the eastern wall of Building B at each level.

The render below depicts Buildings A and B as viewed from the north along Church Street:



The render below depicts the three buildings as viewed from Brighton Street from the south-east:



Basements (all buildings)

- Two basement levels (total of 217 cars plus services) are proposed beneath Buildings A and B, with a separate single level basement (23 cars plus bins and services) beneath the Brighton Street building.

Buildings A and B

Ground floor

At ground floor of Buildings A and B includes a central Church Street lobby with an east-west corridor (8m in width) as well as an access from Shamrock Street setback approximately 50m from Church Street with a courtyard width of 16.75m. Both entries provide access to the two lift cores associated with the two buildings. Along the perimeter of the ground floor are various tenancies, services, toilets, and end of trip facilities. The lift core of Building A is located along the southern boundary, whist the lift core of Building B is located centrally within the building. Building A also includes a central atrium.

Car parking access is along Shamrock Street, with the development being setback 4m from the title north-western title boundary to widen Shamrock Street to allow for two-way access from Church Street (instead of only one-way). Loading, waste collection and the substation are all located along Shamrock Street.

Both buildings are built along their southern, western and northern boundaries, save for the additional northern setback previously mentioned. The proposal also includes a splay in the north-western corner of the site, in additional to the setback from Shamrock Street.

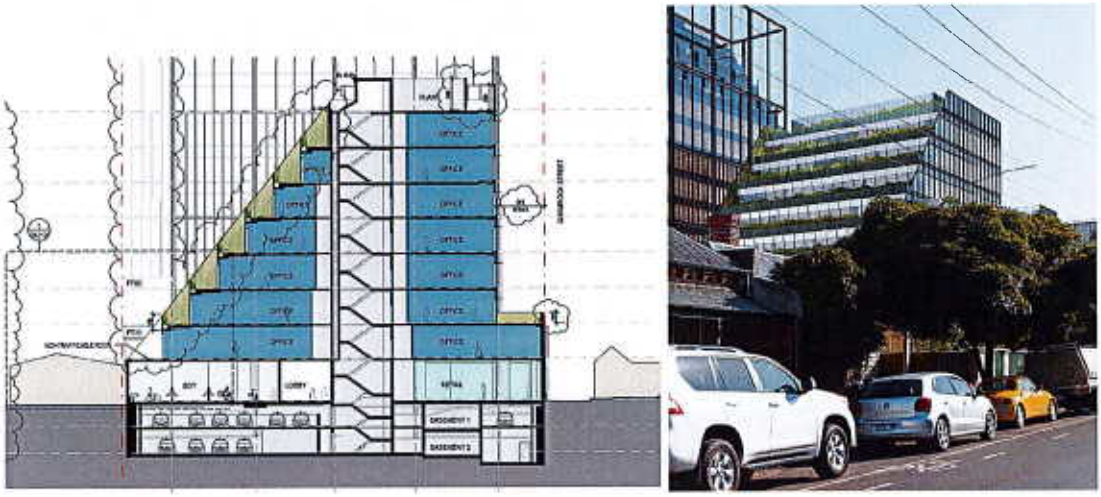
First and second floors

At first floor, the podium of the front building is built to the western boundary, with a central indent and a northern setback of 3.8m. Aside from a 13.86m wide northern courtyard, the remainder of the two buildings are built along their northern boundary. Building A includes a northern 3m wide canopy over the setback area.

Along the southern boundary, there is on-boundary construction for a length of 55m, with setbacks of 3m and 3.8m for the remaining length of Buildings A and B.

The second floor is constructed similarly, albeit with a terrace located on the northern side of Building A, the central courtyard is reduced to a width of 9.8m (which will continue for the levels above), additional northern and southern terraces for Building B and a terrace separating the two buildings. The setbacks of Building B from the southern boundary have increased to 6.82m (including the terrace areas).

From the second floor and above, Building B increases its setbacks at each floor from the southern boundary via the inclusion of terraces. The setbacks range from a minimum of 3.8m at first floor, to a maximum of 22m on the eighth floor. This terracing effect is pictured below:



Third and fourth floors

The third floor sees the full separation of Buildings A and B which are divided via a 9.8m wide building setback between them.

The third and fourth floors of Building A are constructed along the western boundary with the central indent and setback between 3.8m and 5.1m from the northern boundary. A terrace is located along the southern boundary at third floor, which at fourth floor results in a 5m setback from the southern boundary. The fourth floor is the upper-most level of the podium which results in terraces located along its perimeter. The fourth floor sees a significant reduction in the size of the atrium.

From the third floor and above, Building B is setback between 5m and 5.2m from the northern boundary.

Fifth floor and above

Due to the podium being five storeys in height, from the fifth floor and above, only the tower component of Building A continues. The tower has setbacks of 5m from Church Street, setbacks of between 5.1m and 5.8m from the northern boundary with a 6.5m deep indent and a lift core constructed along the southern boundary with 5m setbacks either side. This built form continues up to the ninth floor where from the tenth floor and above, at each level, there is a 2m wide terrace which effectively steps the building away from the eastern boundary at each floor. A framing element surrounds these terraces which can be seen in the image below:



Between the fifth and eighth floors, Building B retains the same built form, albeit increased setbacks form the southern boundary ranging from 15.9m (inclusive of terrace) and 22m (no terraces). The eighth floor only includes plant equipment.

At each level, Building B is constructed along its shared boundary to No. 16 Brighton Street with glazing being incorporated from the second floor and above.

The overall maximum height of Building A is 57.37m (also maximum on-boundary wall height) to the top of the building and 61.32m to the top of the plant screening (3.95m in height).

The overall maximum height of Building B is 35m to the top of the lift core and plant. The maximum on-boundary wall height is 33m.

Materials include brown brick, glazing, metal framing and concrete.

Brighton Street building

At ground floor the built form is setback 4.61m from the front boundary, 7m from the southern boundary and 6.4m from the northern boundary. Its rear wall is setback 29.77m from the front boundary – in line with the General Residential Zone. There are outdoor play spaces within the front and southern setback areas.

Car park access to the basement is from a 5.8m wide vehicle ramp down to the basement, setback approximately 1m from the southern boundary. The southern outdoor play space is over this area. Pedestrian access to the remainder of the site is also available via the northern gate.

At first floor this building is setback 4.5m from the northern boundary, 1.35m from the front boundary with a central indent of up to 4m, and between 6.34m and 8.5m from the southern boundary with an outdoor play space along this elevation. The second floor is constructed similarly, albeit with setbacks of between 4.5m and 5.76m from the northern boundary, between 1.35m and 4m from Brighton Street, and between 8.5m and 9.6m from the southern boundary. An outdoor play space is located on the third floor with plant located on the fourth floor. It has an overall height of between 14.5m and 15m with an additional 3m for the lift core and plant.

The image below depicts this building from Brighton Street, diagonally opposite looking northward. Building B can be seen in the background.



Materials include glazing, metal framing, timber and concrete.

Yarra Planning Scheme Provisions

Zoning

Commercial 2 Zone (C2Z)

The land known as No. 459-471 Church Street, Richmond is zoned Commercial 2 Zone. The purpose of the zone is:

- *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

The following provisions apply:

- Pursuant to Clause 34.02-1, a planning permit is not required to use the land as an office, a restricted retail premises, or a food and drinks premises under 100sqm in floor area. Therefore, there is no permit required for any of the uses as the food and drinks premises is 83sqm.
- Pursuant to clause 34.02-4 of the Scheme, a permit is required to construct a building or construct or carry out works.

General Residential Zone (Schedule 2)

The land known as No. 20-26 Brighton Street, Richmond is zoned General Residential Zone, Schedule 2. The following provisions apply:

- Pursuant to Clause 32.08-2 of the Yarra Planning Scheme (the Scheme), a permit is required for a childcare centre (any other use not listed in Section 1 or 3 – therefore Section 2).

- Pursuant to Clause 32.08-9 of the Scheme, a permit is required to construct a building or to construct or carry out works associated with a Section 2 use.

Road Zone

The proposal includes the removal of the existing crossover along Church Street, the reinstatement of the footpath and construction of a canopy over a section of Shamrock Street which intersects with Church Street. Church Street is categorised as a Road Zone, Category 1.

Pursuant to Clause 36.04-2, a planning permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 36.04-1. The proposed uses are not listed in Section 1 or 3 and are therefore a Section 2 use (permit required). The views of the relevant road authority are part of the decision guidelines for this zone.

Overlays

Design and Development Overlay – Schedule 2 – Main Roads and Boulevards

This overlay applies to a 30m deep portion of the site fronting Church Street.

Under clause 43.02-2 of the Scheme, a permit is required to construct a building or construct or carry out works.

Schedule 2 to the DDO outlines the following design objectives:

- *To recognise the importance of main roads to the image of the City.*
- *To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.*
- *To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.*
- *To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.*
- *To encourage high quality contemporary architecture.*
- *To encourage urban design that provides for a high level of community safety and comfort.*
- *To limit visual clutter.*
- *To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.*

Decision guidelines include:

- *The contribution of the proposal to the streetscape.*
- *The design, height and visual bulk of the development in relation to surrounding land uses and developments.*
- *The design, height and form of the development in relation to the built form character of the street.*

Design and Development Overlay Schedule 5 (DDO5) City Link Exhaust Stack

- Pursuant to clause 43.02-2 of the Scheme a permit is not required to construct a building or to construct and carry out works.

- Schedule 5 (City Link Exhaust Stack Environs) specifically exempts buildings and works from requiring a planning permit. Pursuant to clause 43.02 of the Scheme, where a permit is required to use land or for the construction of a building or the construction or carrying out of works under another provision in this scheme, notice must be given under section 52(1) (c) of the *Planning and Environment Act 1987* to the person or body specified as a person or body to be notified in clause 66.06 or a schedule to that clause.

- A planning permit is required for buildings and works under the C2Z, and under the CLPO. Notice of the application must therefore be given to the Environment Protection Authority, Transurban City Link Limited and the Roads Corporation (VicRoads). Their comments are provided in the *Referrals* section of this report.

City Link Project Overlay (CLPO)

- Pursuant to clause 45.07-1 of the Scheme, a permit is required to develop land, given that the development is not part of the Melbourne City Link Project or the Exhibition Street Extension Project. Pursuant to clause 45.07-6 of the Scheme, the Roads Corporation (VicRoads) is listed as being a section 55 referral authority.

Relevant Particular Provisions

Clause 52.06- Car parking

Pursuant to Clause 52.06-2, before a new use commences the required car parking spaces must be provided on the land.

The following table identifies the car parking requirement under Clause 52.06-5, the provision on site, and the subsequent reduction below the statutory requirement:

Proposed Use	**Quantity/ Size**	**Statutory Parking Rate***	**No. of Spaces Required**	**No. of Spaces Allocated**
Office	23,504 m^2	3 spaces per 100 m^2 of net floor area	705	217 (202 for the office, with the remainder shared between the staff of the restricted retail and food and drinks premises)
Restricted Retail	1,219 m^2	2.5 spaces per 100 m^2 of leasable floor area	30	
Food and Drink	83 m^2	3.5 spaces per 100 m^2 of leasable floor area	2	
Childcare Centre	100 places	0.22 spaces to each child	22	23
Total			**759 Spaces**	**240 Spaces**

Pursuant to Clause 52.06-3, a permit is required to reduce (including reduce to zero) the number of car spaces required under Clause 52.06-5. The provision of 240 car spaces results in a numerical shortfall of 519 car spaces. Based on the allocation of car parking, there is a shortfall of 520 car spaces for the office, restricted retail and food and drink premises uses. There is also a surplus of 1 car space for the childcare centre

Differences due to Amendment VC148

Due to the introduction of Amendment VC148 which amended Clause 52.06, there is also a significant difference between Council's car parking rate assessment and the applicant's traffic report. As a result of the amendment, 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. As a result, the office car parking requirement is now 3 spaces per 100sqm instead of 3.5, restricted retail premises is 2.5 instead of 3 and the requirement for a food and drinks premises is now 3.5 spaces per 100sqm instead of 4.

The previous car parking requirement (prior to VC148) was a total of 883 spaces. Whereas now, post-VC148, the car parking requirement is 759 spaces. This is a decreased requirement of 124 car parking spaces. The previous car parking reduction would have been 634 spaces, however it is now 520.

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

The purpose of this clause is to ensure appropriate access to identified roads and to ensure appropriate subdivision of land adjacent to identified roads.

Pursuant to Clause 52.29 a permit is required to create or alter access to a road in a Road Zone, Category 1.

Church Street is a Road Zone, Category 1 and the application proposes to remove the existing crossover located along it and to construct a canopy over a section of Shamrock Street which intersects with Church Street. The proposal will also be changing the intersection of Church and Shamrock Streets from a one-way street to two-way. Therefore, a planning permit is required for the works and alteration of access to a road in a Road Zone.

An application to create or alter access to, or to subdivide land adjacent to, a road declared as a freeway or arterial road under the Road Management Act 2004, land owned by the Roads Corporation for the purpose of a road, or land in a Public Acquisition Overlay if the Roads Corporation is the authority responsible for acquiring the land, must be referred to the Roads Corporation under Section 55 of the Act.

Clause 52.34 - Bicycle facilities

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

Proposed Use	*Quantity/ Size*	*Statutory Parking Rate*	*No. of Spaces Required*	*No. of Spaces Allocated*
Office (other than specified in the table)	*23,504 sqm*	*1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm*	*78 employee spaces*	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	*24 visitor spaces.*	
Retail premises (other than specified in this table)	*83 sqm*	*1 employee space to each 300 sqm of leasable floor area*	*0 employee spaces*	
		1visitor space to each 500 sqm of leasable floor area	*0 visitor spaces.*	
Shop	*1,219 sqm*	*1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds*	*2 employee spaces*	

		1000 sqm		
		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	*2 visitor spaces.*	
Bicycle Parking Spaces Total			*80 resident / employee spaces*	*195 resident / employee spaces*
			26 visitor spaces	*41 visitor spaces*
Showers / Change rooms		*1 to the first 5 employee spaces and 1 to each additional 10 employee spaces*	*9 showers / change rooms*	*24 showers / change rooms*

Clause 52.34-2 states that a permit may be granted to reduce or waive this requirement. Clause 52.34-5 contains bicycle signage requirements.

The development provides a total of 115 additional employee spaces and 15 additional visitor spaces above the statutory requirements of the planning scheme. There are also an additional 15 showers / change rooms.

General Provisions

Clause 65 – Decision guidelines

Planning Policy Framework (PPF)

Relevant clauses are as follows:

Clause 11.02 (Managing Growth)

Clause 11.02-1S (Supply of Urban Land)

The objective is:

To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

Clause 11.03 (Planning for Places)

Clause 11.03-1R (Activity centres – Metropolitan Melbourne)

Relevant strategies are:

Support the development and growth of Metropolitan Activity Centres by ensuring they:

- *Are able to accommodate significant growth for a broad range of land uses.*
- *Are supported with appropriate infrastructure.*
- *Are hubs for public transport services.*
- *Offer good connectivity for a regional catchment.*
- *Provide high levels of amenity*

Clause 13.05-1S (Noise abatement)

The objective is:

- *To assist the control of noise effects on sensitive land uses.*

Noise abatement issues are measured against relevant State Environmental Protection Policy (SEPP) and other Environmental Protection Authority (EPA) regulations.

Clause 15.01 (Built Environment and Heritage)

Clause 15.01-1S (Urban design)

The objective is:

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

Clause 15.01-1R (Urban design - Metropolitan Melbourne)

The objective is:

- *To create distinctive and liveable city with quality design and amenity.*

Clause 15.01-2S – (Building Design)

The objective of this clause is '*to achieve building design outcomes that contribute positively to the local context and enhance the public realm.*'

Relevant strategies of this clause are:

- *Require a comprehensive site analysis as the starting point of the design process.*
- *Ensure the site analysis provides the basis for the consideration of height, scale and massing of new development.*
- *Ensure development responds and contributes to the strategic and cultural context of its location.*
- *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
- *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
- *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
- *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
- *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
- *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*
- *Encourage development to retain existing vegetation.*

This clause also states that planning must consider as relevant:

- *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*

Clause 15.01-4S (Healthy neighbourhoods)

The objective of this clause is:

- *To achieve neighbourhoods that foster healthy and active living and community wellbeing.*

Relevant strategies include:

- *Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:*
  - *Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.*
  - *Streets with direct, safe and convenient access to destinations. Conveniently located public spaces for active recreation and leisure.*
  - *Accessibly located public transport stops.*
  - *Amenities and protection to support physical activity in all weather conditions.*

Clause 15.01-4R (Healthy neighbourhoods - Metropolitan Melbourne)

The strategy is:

- *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)

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

Relevant strategies are:

- E*nsure development responds to cultural identity and contributes to existing or preferred neighbourhood character.*
- *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by emphasising the:*
  - *Pattern of local urban structure and subdivision.*
  - *Underlying natural landscape character and significant vegetation.*
  - *Heritage values and built form that reflect community identity.*

Clause 15.02-1S – (Energy and resource efficiency)

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

Clause 17 – (Economic development)

Clause 17.01-1S– Employment

The objective of this clause is:

- *To strengthen and diversify the economy.*

Relevant strategies include:

- *Protect and strengthen existing and planned employment areas and plan for new employment areas.*
- *Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.*

- *Improve access to jobs closer to where people live.*

Clause 17.02-1S – (Business)

The objective of this clause is '*to encourage development which meet the communities' needs for retail, entertainment, office and other commercial services*'.

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

The objective of this clause is:

- *To create a safe and sustainable transport system by integrating land-use and transport.*

Relevant strategies to achieve this objective include:

- *Develop transport networks to support employment corridors that allow circumferential and radial movements.*
- *Plan urban development to make jobs and community services more accessible by (as relevant):*
    - *Ensuring access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.*
    - *Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of urban areas.*
    - *Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.*
- *Integrate public transport services and infrastructure into new development.*

Clause 18.02-1S – (Sustainable personal transport)

The objective of this clause is:

- *To promote the use of sustainable personal transport.*

Relevant strategies of this policy are:

- *Encourage the use of walking and cycling by creating environments that are safe and attractive.*
- *Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.*
- *Ensure cycling routes and infrastructure are constructed early in new developments.*
- *Provide direct and connected pedestrian and bicycle infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.*
- *Ensure cycling infrastructure (on-road bicycle lanes and off-road bicycle paths) is planned to provide the most direct route practical and to separate cyclists from other road users, particularly motor vehicles.*
- *Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, transport, shopping and community facilities and other major attractions when issuing planning approvals.*
- *Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.*
- *Ensure provision of bicycle end-of-trip facilities in commercial buildings*

Clause 18.02-1R – (Sustainable personal transport- Metropolitan Melbourne)

Strategies of this policy are:

- *Improve local travel options for walking and cycling to support 20 minute neighbourhoods.*
- *Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network.*

Clause 18.02-2S Public Transport

The objective of this clause is:

- *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

A relevant strategy of this clause is to:

- *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)

The objective of this clause is:

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

A relevant strategy is:

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

Local Planning Policy Framework (LPPF)

The following LPPF provisions of the Scheme are relevant:

Clause 21 – Municipal Strategic Statement (MSS)

Clause 21.04-2 – Activity Centres

The relevant objective of this clause is:

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

Relevant strategies to achieve this objective include:

- *Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.*
- *Strategy 5.3 Discourage uses at street level in activity centres which create dead frontages during the day.*
- *Strategy 5.4 Permit residential development that does not compromise the business function of activity centres.*

Clause 21.04-3 – (Industry, office and commercial)

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

Clause 21.05-2 – (Urban design)

The relevant objectives and strategies of this clause are:

- *Objective 16 - To reinforce the existing urban framework of Yarra;*
- *Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development:*
    - *Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*
        - *Significant upper level setbacks*
        - *Architectural design excellence*
        - *Best practice environmental sustainability objectives in design and construction*
        - *High quality restoration and adaptive re-use of heritage buildings*
        - *Positive contribution to the enhancement of the public domain*
        - *Provision of affordable housing.*
- *Objective 18 - To retain, enhance and extend Yarra's fine grain street pattern;*
- *Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric;*
- *Objective 21 - To enhance the built form character of Yarra's activity centres;*
    - *Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form; and*
    - *Strategy 21.3 Support new development that contributes to the consolidation and viability of existing activity centres.*
- *Objective 22 - To encourage the provision of universal access in new development.*

Clause 21.05-4 (Public environment)

The relevant objective and strategies of this clause are:

- *Objective 28 - To a provide a public environment that encourages community interaction and activity:*
    - *Strategy 28.1 Encourage universal access to all new public spaces and buildings*
    - *Strategy 28.2 Ensure that buildings have a human scale at street level.*
    - *Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment.*
    - *Strategy 28.5 Require new development to make a clear distinction between public and private spaces.*
    - *Strategy 28.8 Encourage public art in new development.*

Clause 21.06 – (Transport)

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)

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

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

Clause 21.07-1 – (Environmentally sustainable development)

The relevant objective and strategy of this Clause is:

- *Objective 34 To promote ecologically sustainable development:*
  - *Strategy 34.1 Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation;*

Clause 21.08-2 Burnley-Cremorne- South Richmond

The neighbourhood provides a range of residential opportunities:

- *the Cremorne area has a truly mixed use character with Victorian cottages, apartments and warehouse conversions intermingled with commercial and industrial uses. This mix of uses is valued by the local community and must be fostered*
- *the established residential area surrounding Barkly Gardens provides a range of housing opportunities in small cottages and larger period dwellings*

This neighbourhood is largely an eclectic mix of commercial, industrial and residential land use. With two railway lines and both north south, and east west tram routes, the neighbourhood has excellent access to public transport. The Cremorne commercial area functions as an important metropolitan business cluster which must be fostered.

...

Along Church Street is an activity centre based on furniture and homewares, professional and business services and hospitality. There is an opportunity to enhance this activity centre with consistent active frontages.

Figure 8 shows the subject site is a '*non-residential area'* where the built form character objective is to improve the interface of development with the street.

The implementation of land use strategies in clause 21.04 includes:

- *Supporting the mixed use nature of development in the Cremorne area.*
- *Supporting offices and showrooms fronting Church Street south of Swan Street*
- *Supporting a monetary contribution in preference to land contribution in Cremorne, and a land contribution in preference to a monetary contribution in the remaining areas of this neighbourhood, for open space when residential subdivision occurs.*

The implementation of built form strategies in clause 21.05 includes:

- *Supporting development that maintains and strengthens the preferred character of the relevant Built Form Character type.*

Local Policies

Clause 22.01 – Discretionary Uses in the Residential 1 Zone

This policy is only applicable to the land at No. 20-26 Brighton Street.

The objective is 'to ensure that residential amenity is not adversely affected by non-residential uses'.

It is policy that:

- *Existing buildings constructed for non-residential purposes are the preferred location for non-residential uses.*
- *Food and drink premises, places of assembly, places of worship and plant nurseries should have access to and adjoin a road in a Road Zone.*
- *Except on land adjoining and gaining direct access from a road in a Road Zone:*
  - *all required car parking should be on-site.*
  - *the scale of the proposed use should be compatible with providing service to the local residential community.*
- *Hours of operation should be limited to 8am to 8pm except for convenience shop.*
- *New buildings and works should be consistent with the scale, bulk and character of the area.*
- *Noise emissions should be compatible with a residential environment*

Clause 22.03 – Landmarks and Tall Structures

The objective of this policy is to:

- *To maintain the prominence of Yarra's valued landmarks and landmark signs.*

It is policy to:

- *Maintain the prominence of Yarra's valued landmark signs.*
- *Protect views to the silhouette and profile of Yarra's valued landmarks to ensure they remain as the principal built form reference.*
- *Ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.*

Within Clause 22.03-4, the spire of St Ignatius Cathedral, Church Street, Richmond and the Nylex Sign are identified as a landmarks. These are located 600m and 715m in distance from the subject site.

New buildings within the vicinity of the following landmarks should be designed to ensure the landmarks remain as the principal built reference.

Clause 22.05 – Interface Uses Policy

This policy applies to applications for use or development within Commercial Zones (amongst others).

The relevant objective of this clause is:

To enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes.

Clause 22.05-3 also states that it is policy that '*new non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.*'

Decision guidelines at clause 22.05-6 include:

- *Before deciding on an application for non-residential development, Council will consider as appropriate:*
    - *The extent to which the proposed buildings or uses may cause overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the residential amenity of nearby residential properties.*
    - *Whether the buildings or uses are designed or incorporate appropriate measures to minimise the impact of unreasonable overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances on nearby residential properties.*

Clause 22.10 - Built Form and Design Policy

This policy provides guidelines to assess the scale, form and appearance of new development in areas where heritage overlay controls do not apply.

The policy aims to ensure that the design of new buildings limit the impact on the amenity of surrounding land while making a positive contribution to the streetscape through high standards in architecture and urban design.

The policy comprises the following design elements to guide the assessment of built form:

- *urban form and character;*
- *setbacks and building height;*
- *street and public space quality;*
- *environmental sustainability;*
- *site coverage;*
- *on-site amenity;*
- *off-site amenity;*
- *landscaping and fencing;*
- *parking, traffic and access; and*
- *service infrastructure.*

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

This policy applies to (as relevant) new buildings.

Clause 22.17 – Environmentally Sustainable Design

This policy applies to residential development with more than one dwelling. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Relevant Documents

Cremorne and Church Street Precinct Urban Design Framework

The *Cremorne and Church Street Precinct Urban Design Framework* [UDF] was adopted by Council at its meeting in September 2007. The intent of the UDF was to support redevelopment that contributes to Cremorne as a mixed-use area, while supporting strategic aims to develop employment opportunities in the area.

The portion of the site located at No. 459-2471 Church Street Richmond site is located within the Church Street Sub Precinct whilst No. 20-26 Brighton Street is within the residential streetscapes precinct. The study area for the UDF does not include the residential land as per the study area map on page 2.

Church Street Sub Precinct:

Built Form - Aims

- *Encourage redevelopment that consolidates Church Street's role as a focus of office and showroom retail activities with a mixture of complementary activities that support these dominant uses and add to the amenity and activation of the public realm.*
- *Encourage high quality new buildings of a scale complementary to the Bryant & May factory while ensuring transitions to protect the amenity of lowrise development away from Church Street on side streets and ensuring a sense of pedestrian scale in the streetscape.*

Built Form – recommendations

- B*uild to the street frontage with no front or side setbacks unless creating an open space that invites and supports public access and activity, that offers genuine environmental amenity for its users, and that contributes to the quality of the surrounding public domain.*
- *Require the provision of active frontages along Church Street in all new development unless this conflicts with heritage conservation objectives.*
- *Encourage the provision of awnings over footpaths to create weather protection for pedestrians, especially near tram stops.*
- *Investigate the potential for public access to the Bryant & May tennis courts and enhanced utilisation of the clubroom facilities as part of any new development within the site. New development on this site will be guided by the heritage overlay controls and the overall building heights and setbacks specified for this part of Church St sub-precinct*
- *Minimise the number of vehicular crossovers affecting pedestrian amenity in Church Street. Discourage vehicular entry to properties from Church Street where there are options for access via side streets and rear laneways.*
- *Ensure that new buildings sit comfortably within their immediate built form context, and where appropriate allow relatively higher built form elements, especially along Church Street with the proviso that taller new buildings grade down to create appropriate transitions to adjoining heritage buildings, and adjoining low-rise residential development to the east and west of Church Street to protect their amenity. A street frontage height of three to four storeys (max 14m) along Church Street, depending on adjoining buildings, and three storeys (max 11m) along side streets should be maintained and any additional height set back so as to be hidden from and to avoid additional overshadowing of nearby streets and public spaces.*
- *Encourage a maximum height limit of four to five-storeys along Church Street north of William Street, and most properties on the east side of Church Street. This aims to continue and maintain the fine grain and low scale character of the heritage buildings north of the station and provide a responsive design outcome. Buildings south of Williams Street, in particular the west side of Church St, may accommodate another level given their relatively larger sites, if development proposals demonstrate design excellence and make tangible contributions to the public domain.*
- *Create a sense of pedestrian scale and interest using building articulation and detailing of facades, especially at ground and first floor levels.*

Public Realm Recommendations

- *Consider the establishment of Shared Zones in all streets and lanes that are too narrow for DDA-compliant footpaths and where multiple driveways erode the integrity of the footpaths.*
- *Develop and implement a public lighting strategy. Suspend street lights from buildings wherever possible to enable removal of poles from footpaths.*
- *Explore opportunities for undertaking aerial bundling of cables or place power lines underground, especially in connection with the redevelopment of any of the major sites in the precinct.*
- *Rationalise poles and signs to reduce obstacles in footpaths*
- *Prepare a streetscape precinct plan, setting out paving materials, identifying improvements for disabled access, including improved alignment of kerb ramps and installation of tactile pavers, and identifying locations for tree planting (e.g. within localised kerb outstands, pocket parks, building setbacks, etc.). Implement the plan through a combination of Council capital works budget and developer contributions for frontages adjoining their sites.*

Council prepared Amendment C97 to the Scheme which proposed to rezone the study area from Business 3 Zone to Business 2 Zone, in order to provide for some residential development in the precinct.

The Amendment was abandoned by Council at its February 2010 meeting, however the UDF remains as an adopted document.

Swan Street Structure Plan

The SSSP was adopted by Council at its meeting on 17 December 2013 and is relevant to the land at No. 459-2471 Church Street Richmond. The land at No. 20-26 Brighton Street not part of the structure plan.

The site is located within the 'Church Street' Precinct of the Plan's study area. The Structure Plan prepared for the Swan Street Major Activity Centre [MAC] was in response to the State Government sustainable growth policy, *Melbourne 2030*; a plan for the growth and development of the Melbourne metropolitan area. One of the principal aims of the policy was to provide a network of activity centres throughout Melbourne, with these centres providing a focus for development and urban expansion in areas well serviced by public transport, existing infrastructure and community services. The Swan Street Structure Plan aims to manage this growth within the Swan Street MAC and the surrounding area.

Of relevance to this application are proposed revisions to the built form guidelines that will provide guidance on future built form and how that would be in keeping with the longer term vision for Swan Street and surrounds, along with guidance on urban intensification within the precinct. The plan provides guidance on maximum building heights within each precinct, with 5-6 storeys the suggested height for this area within the Church Street neighbourhood. The eastern end of the land is shown as being required to transition in scale to low rise residential dwellings through the provision of a 10m high boundary wall with setbacks above this to be at a ratio of 1:1.

The SSSP acknowledges that the area is functioning well and provides significant employment opportunities and that with the right support, these activities are likely to continue. It also acknowledges that the current zoning o the aforementioned relevant land does not allow residential development.

Council's rationale for this precinct includes:

- *Consolidation of commercial and retail uses will strengthen the current land use activities along Church Street and support the precinct's important employment role.*

- *Varying lot sizes and lack of heritage will offer some opportunities for redevelopment for commercial purposes.*
- *Improvements to street level activity can be achieved through encouraging active frontages along Church Street.*
- *Network of narrow east west streets and laneways provides conditions for improving pedestrian and cycling friendly environs.*
- *Redevelopment provides opportunity to create a defined street wall and sense of enclosure along Church Street.*
- *Retention of existing zoning will support the consolidation of the precinct's increasing specialisation in furniture and homewares.*

The SSSP states that new buildings should:

- Establish a preferred street wall height of 3-4 storeys along Church Street.
- Ensure upper levels are visually recessive.
- Ensure a transition in building heights at the interface with existing residential areas • Provide active frontages to the street.
- Ensure new buildings are built to the street boundary and both side boundaries at the street interface.

The SSSP also includes objectives to consolidate the Precinct's role as a location for offices and employment, provide high quality pedestrian orientated public realm along Church Street, as well as promote public realm improvements through redevelopment opportunities.

Whilst adopted, the SSSP has yet to progress to the formal amendment stage and technically has limited statutory weight. Compliance with the structure plan will be discussed later within this assessment.

Yarra Business and Industrial Land Strategy (Adopted June 2012)

This strategy sets out a 10-15 year direction for Yarra's business and industrial areas.

The subject site is located within Precinct BS14 – Church Street South Strip and as a Main Road Business Strip. The strategy has the following rationale:

These industrial and business precincts form an elongated corridor along the frontage of a main road, which is defined at a minimum as "Major Road" in Melway or higher in the road hierarchy, such as Arterial Road or Highway. Businesses in these precincts may have fully or partially adapted to the high level of accessibility and exposure to passing trade, and adopted a main road retail, showroom and office character (at least in part).

The key investment opportunities which are anticipated in both categories of Yarra's Main Road Business Strips are:

- *Retail showrooms and bulky goods stores;*
- *Commercial office conversions;*
- *Small offices complexes; and*
- *Mixed Use developments*

The Strategy does not recommend rezoning of the precinct and proposes to retain the Commercial 2 Zoning (previously known as Business 3).

Urban Design Guidelines

Clause 15.01-2S states that planning must consider as relevant:

- *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017). (UDG)*

City of Yarra Review of Heritage Areas 2007 Appendix 8, updated from time to time

The heritage classifications discussed in this report are derived from the incorporated document 'City of Yarra Review of Heritage Overlay Areas 2007, Graeme Butler and Associates 2007: Appendix 8 City of Yarra Heritage Database'.

Advertising

The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 509 letters sent to surrounding owners and occupiers and by three signs displayed on site (two facing each of the Church and Brighton Street frontages and one on the Shamrock Street). Council received 225 objections, the grounds of which are summarised as follows:

- Amenity Impacts (overshadowing, overlooking, loss of daylight, light spill, wind, noise, pollution);
- Excessive height of all buildings;
- Not in-line with the Swan Street Structure plan;
- Building C does not fit in with surrounding streetscape and does not provide a front setback;
- Building C does not consider heritage precinct;
- Inappropriate uses;
- Inappropriate design and choice of materials;
- Lack of sufficient car parking provided;
- Traffic issues exacerbated;
- Obstruct views of the sky and landmarks both within and outside of the City of Yarra;
- Negative impact on property values;
- Safety concerns due to vehicle access along residential streets;
- Impact on Church Street tram and vehicle operations;
- Safety concerns along Shamrock Street due to excessive vehicle access, poor car park layout and issues with swept path diagrams;
- Two-way access in Shamrock Street is inappropriate;
- Safety concerns for school children;
- Childcare should have on-site drop off;
- Creation of precedent;
- Acoustic report did not consider nearby dwellings;
- Overshadowing of public realm;
- Too many people accessing the area;
- Loading area inadequate and will block access to Shamrock Street;
- Glazing on shared boundary is a potential safety hazard and impedes development potential;
- Shamrock Street is too narrow for vehicle access;
- Construction issues (noise, vibration, dust, debris);
- Impact on solar hot water /solar panels;
- Impact on existing trees;
- Demolition of existing warehouse wall will impact adjoining property;
- Lack of ESD excellence;
- Location of loading area, car parking access, entry of Building B and substation opposite dwellings;
- Insufficient open space;
- Inadequate traffic report;
- Impacts from waste collection (traffic, noise, bins being left on the street);
- There should not be any access to Brighton Street;

Referrals

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

External Referrals
- Head, Transport for Victoria;
- VicRoads/CityLink;

Internal departments
- Urban Design;
- Heritage;
- Engineering Services Unit;
- Strategic Transport;
- Streetscapes and Natural Values;
- Waste Services;
- ESD Advisor;
- Open Space;

External consultants
- Traffic (Traffix);
- Urban Design (MGS Architects);
- Acoustics (SLR Consulting); and
- Wind (MEL Consultants).

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External Referrals

Head, Transport for Victoria

The Head, Transport for Victoria, pusuant to Section 58(1) of the Planning and Environment 1987 does not object to the grant of a planning permit subject to the following conditions:

Conditions:

1. *The permit holder must take all reasonable steps to ensure that disruption to tram operation along Church Street is kept to a minimum during the construction of the development.*

Foreseen disruptions to tram operations during construction and mitigation measures must be communicated to Yarra Trams and Public Transport Victoria thirty five days (35) prior.

2. *The permit holder must ensure that all track, tram and overhead infrastructure is not damaged. Any damage to public transport infrastructure must be rectified to the satisfaction of the Public Transport Victoria at the full cost of the permit holder.*

VicRoads/CityLink

Section 55 – No objection subject to conditions

Thank you for referring details of the above application to the Roads Corporation (VicRoads) pursuant to Section 55 of the Planning and Environment Act 1987.

The application is for use and development of the land for the construction of three buildings (ranging between four and fourteen storeys in height with two basement levels) for offices, restricted retail premise, food and drinks premises (café) and a child care centre (permit required for childcare centre only), reduction in car parking requirement, and alteration of access and building and works to a Road Zone Category 1 Road.

VicRoads in consultation with CityLink does not object to the development in its current form.

If Council regards the proposed development favourably, VicRoads and CityLink would require that the following conditions be included in any Notice of Decision to issue a Planning Permit or Planning Permit:

1. *Before the use approved by this permit commences the following roadworks on Church Street, Richmond must be completed at no cost to and to the satisfaction of the Roads Corporation:*

    a. *The installation of sign/s and associated road works prohibiting "Right turn in" vehicular access from Church Street into Shamrock Street.*
    b. *Modification or removal of any existing car parking spaces, street tree/s and associated road works on the east side of Church Street to accommodate the new vehicular access arrangement.*

2. *Prior to the commencement of the development, excluding demolition works, an Engineering report from a suitably qualified Engineer outlining the design, management and construction techniques to be implement prior, during and following excavation to prevent any impact on the Burnley Tunnel is to be submitted to VicRoads and CityLink for approval. Once approved, the Engineering Report will form part of the planning permit. Without limiting the scope of the report, it must consider all relevant structural and geotechnical issues, including, but not limited to, demonstrating:*

    a. *That the development will not compromise the structural integrity of the Burnley Tunnel;*
    b. *What is the load applied to the ground by the development;*
    c. *What is the depth of the excavation;*
    d. *That the development will not cause changes to groundwater conditions that will result in adverse effect on the Burnley Tunnel.*
    e. *Any holding points requiring VicRoads and CityLink inspection and approval prior to releasing the hold points.*

3. *Prior to the commencement of and during the course of construction the following details must be submitted to the satisfaction of VicRoads and CityLink for approval:*

a. *Initial groundwater level;*
b. *Expected and confirmation of actual flows and total volume drained during the construction of the basement;*
c. *If the completed basement is tanked or drained;*

   i. *If drained, confirm flow rate into the basement and the height and extent of the permanent lowering of the watertable.*
   ii. *Temporary or permanent groundwater drawdown greater than 2 metres below existing levels requires the developer to demonstrate the impact of the proposed development on the regional groundwater regime. The developer shall describe how groundwater drawdown will be managed, and demonstrate that there will be an insignificant impact on CityLink assets.*

Note: Separate consent may be required from VicRoads (the Roads Corporation) under the Road Management Act 2004 for buildings and works (i.e. canopies and architectural features/ projections) undertaken outside the title boundary within a Road Zone Category 1 (i.e. Church Street). Please contact VicRoads prior to commencing any works.

Note: The owner of the building/body corporate advise staff and visitors of alternative access routes for north bound vehicles along Church Street accessing the site (Right into Cotter Street/ Left into Brighton Street/Left into Lesney Street/Left into Church/Left into Shamrock Street).

Internal departments

Urban Design

Existing Conditions

Ensure existing tree outstands and parking bays on Brighton Street are shown on Existing Conditions Plan.

Pavements

Church Street

Redundant vehicle crossovers and the existing concrete footpath is to be removed and reinstated with:

- *concrete kerb and channel,*
- *asphalt footpath and*
- *granitic gravel tree pits*

Brighton Street

All modifications to the existing kerb and channel (including the removal of the redundant vehicle crossover) are to be reinstated using bluestone kerb and single pitcher channel (rather than Concrete kerb and channel as noted on LD05)

Shamrock Street

Bluestone kerb and single pitcher channel is to be retained (noted as new kerb & channel LD04). Feature paving (PV01) is to terminate at the property boundary. A consistent asphalt pavement is to be implemented along the footpath.

All proposed streetscape materials should be as per Technical Notes: City of Yarra Public Domain Manual and Yarra Standard Drawings.

Parking bays and tree planting

Dimension proposed parking bay and tree planting arrangement on Brighton Street to ensure layout is compliant with Yarra Standards.

Refer to Engineering Services comments in regard to parking bay lengths and required offsets to vehicle crossovers.

Parking sensors are currently installed within Brighton Street parking bays. As existing parking will be rearranged, line marking and sensors will need to be adjusted to suit.

Prior to any construction work parking sensors will need to be removed. Following completion of all road resurfacing and line marking works sensors will be re-instated at the Permit Holder's cost.

Refer to Arboriculture and Streetscapes comments in regard to street tree removals and reinstatements.

Entry Grades

Ensure entry grades are compliant with all relevant standards and neatly match into existing footpath levels. If ramp grades exceed 1:20 ensure all required handrails and tactile indicators are to be located within the property boundary.

Garden Beds

Ensure all garden beds are irrigated. Garden beds located adjacent to title boundaries should be shallow in grade and make allowance for mulch set downs to avoid spill (e.g. North-East corner).

Heritage

Proposed works

Built form (height/setbacks)

The environs are generally low rise and there are generally few buildings which visually impact upon the skyline, and where they exist, they are in Church Street or further afield such as the new Dimmeys building in Swan Street.

The Barkly Gardens Precinct is generally comprised of single- or double-storey dwellings. Brighton Street near the development site is relatively mixed in its architectural styles, including in the Heritage Precinct.

The proposed setback to Brighton Street appears to be 4.06 metres at the 4th level which is not respectful of the streetscape. At the 5th level the setback appears to be 30.08 metres but it is likely that this will have little effect in ameliorating the impact of the height below in relation to the 4 metres setbacks. At least one level should be removed in respect of Brighton Street.

Shamrock Street is a narrow street with an according air of intimacy. The existing building along the south side of Shamrock Street has a zero setback but is only single storey. What is proposed is 8 storeys to the east and 14 storeys to the west with a 5.11 metre setback. The proposed height on the south side will dwarf these cottages and is not respectful of them.

The Barkly Gardens square is one block to the east of Brighton Street, is an area of quiet repose and presently the view from the significant Barkly Gardens square is unencumbered by built form above the skyline set by the dwellings. The garden square has a particular visual character in Yarra which evokes the early history of this part of Richmond. It is probable that the new built form will be visible from the Barkly Gardens square and Mary Street and certainly from Brighton Street.

The proposed built form will have an adverse impact on these parts of the Heritage Precinct.

The proposal does not accord with the following Objectives of the Heritage Policy:

- *To preserve the scale and pattern of streetscapes in heritage places*
- *To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.*

Nor will it be respectful of the pattern, rhythm, spatial characteristics, and heritage character of the surrounding historic streetscape.

Colours/materials

There appears to be no relevance of the east facade in relation to the heritage streetscape and as such it will be an alien element in Brighton Street.

Recommendation / Comments:

The proposal is inappropriate in its current form in respect of the impact on the Barkly Gardens Precinct, and in particular Shamrock and Brighton Streets and the potential impact on the Barkly Gardens square. The height at the interface needs to be reduced and the setbacks increased and the design of the elevations at the heritage interface needs to be reconsidered to be more in-keeping with the context.

Engineering Services Unit

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
Office	23,504 m^2	3 spaces per 100 m^2 of net floor area	705	217
Restricted Retail	1,219 m^2	2.5 spaces per 100 m^2 of leasable floor area	30	
Food and Drink	83 m^2	3.5 spaces per 100 m^2 of leasable floor area	2	
Childcare Centre	100 places	0.22 spaces to each child	22	23
		Total	759 Spaces	240 Spaces

** Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.*

The site would have a parking shortfall of 5 spaces (commercial uses) and a surplus of one childcare centre spaces. To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

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

- *Parking Demand for the Restricted Retail and Food and Drink Uses. The parking demand associated with these commercial uses would be staff parking and a rate of 1.0 space per 100 square metres of floor space is considered reasonable. Applying this rate to the restricted retail and food and drink uses would equate to 12 spaces and one space respectively.*
- *Parking Demand for the Office Use. Parking associated with office type developments is generally long-stay parking for employees and short term parking (say up to two hours' duration) for customers and clients. The actual parking demand generated by the office is expected to be lower than the statutory parking rate of 3.5 spaces per 100 square metres of floor space, since the area has very good access to public transport services.*

  If we assume that allocated 204 spaces were to be allocated to the office (assuming 12 spaces were allocated to the restricted retail use and one space for the food and drink use), the on-site car parking provision for this use would be 0.87 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
Cremorne	
60-88 Cremorne Street PLN17/0626 issued 21 June 2018	*0.85 spaces per 100 m^2 (233 on-site spaces; 27,306 m^2)*
506 & 508-510 Church Street PLN17/0278 issued 11 January 2018	*1.09 spaces per 100 m^2 (226 on-site spaces; 20,744 m^2)*
Collingwood	
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	*0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)*

  The proposed on-site office parking rate of 1.40 spaces is considered appropriate, having regarding to the site's good accessibility to public transport services and proximity to Melbourne.

- *Short-Stay and Long-Stay Parking Demand. The short-stay parking demand associated with the site would be primarily customers and clients to the restricted retail and food and drinks premises. Long-stay parking demands (employees) would be accommodated on-site. Employees who are not allocated any on-site parking would make their own travel arrangements such as take public transport or ride a bicycle, as the surrounding streets have very little, if any, on-street parking for long-stay users.*
- *Availability of Public Transport in the Locality of the Land. The site is within walking distance of tram services operating along Church Street and Swan Street. Rail services can be accessed from East Richmond railway station.*
- *Multi-Purpose Trips within the Area. Customers, clients and patrons might combine their visits to the development by engaging in other activities or business whilst in the area.*

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. Impact traffic engineering consultants had undertaken an on-street parking occupancy survey of the surrounding area on Tuesday 6 March 2018 from 7:30am to 5:30pm. The survey area encompassed Church Street, Albert Street, James Street, Brighton*

Street and Lesney Street. The times and extent of the survey are considered appropriate. An inventory of 118 publicly available parking spaces was identified. The results of the survey indicate that the peak parking occupancy had occurred at 11:30am, 2:30pm and 4:30pm, with no fewer than 21 vacant spaces in the study area. Any short-stay customer parking associated with the proposed uses could be accommodated on-street.

- *Relevant Local Policy or Incorporated Document. The proposed development is considered to be in line with the objectives contained in Council's Strategic Transport Statement. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.*
- *Car Parking Deficiency associated with Existing Land Use. The existing land comprises commercial and retail uses. Although the applicant provides little detail on the existing property, it is highly likely that the site has a car parking deficiency and that this parking would be accommodated off-site. Any short-stay parking credits that site may have could potentially be transferrable to the new development.*
- *The Future Growth and Development of an Activity Centre. Practice Note 22 – Using the Car Parking Provisions indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such Church Street, where spare on-street car parking capacity would be shared amongst sites within the centre.*

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of parking associated with the office, restricted retail and food and drink uses is considered appropriate in the context of the development and the surrounding area. Any short-stay parking overflow could be accommodated on-street. Employees would have not been allocated any on-site car parking would be inclined to take public transport or ride a bicycle.

The Civil Engineering unit has no objection to the reduction in the car parking requirement for this site.

TRAFFIC GENERATION

Trip Generation

The traffic generation for the site adopted by Impact traffic engineering is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Childcare Centre (100 places)	0.8 trips per child in AM peak hour* 0.7 trips per child in PM peak hour	Not Provided	80	70
Commercial (Office/retail/ café staff)	0.5 trips per space in each AM peak hour 0.35 trips per space in each PM peak hour**	Not Provided	109	76
	Total	-	189	146

* *Adopted from the NSW Roads and Maritime Services' Guide to traffic generating developments.*

** *We would have preferred a PM peak hour rate of 0.5 trips per space. Notwithstanding, the rate of 0.35*
trips in each peak hour is considered acceptable given that the site well serviced by public transport.

Directional Splits and Traffic Distribution
Directional split assumptions in each peak hour for the childcare centre traffic –

- *AM Peak – 50% outbound (40 trips), 50% inbound (40 trips); and*
- *PM Peak – 50% outbound (35 trips), 50% Inbound (35 trips).*

Commercial traffic directional split:

- *AM Peak – 10% outbound (9 trips), 90% inbound (100 trips); and*
- *PM Peak – 90% outbound (69 trips), 10% inbound (7 trips).*

The traffic directional split and distribution assumptions outlined in section 6.2 of the Impact traffic engineering report appear reasonable.

Traffic Impact at Key Intersections

Using the SIDRA intersection modelling programme, Impact traffic engineering had analysed the following intersection in the surrounding area:

- *Church Street/Shamrock Street.*

The results of the post-development modelling suggest that the intersection is expected to operate satisfactorily without adversely impacting on Church Street. SIDRA modelling works well under free flowing traffic conditions and may have limitations, such as queuing of downstream traffic.

Anecdotally, stationary traffic queues can extend along the length of Church Street, south of Swan Street, during PM peak periods.

Can traffic from the site easily absorb into the Church Street during the PM peak hour? The applicant should provide some information on this matter.

DEVELOPMENT LAYOUT DESIGN

Architectus Drawing Nos. DA1001, DA1002, DA2101 and D2102 Revision C dated 7 June 2018 DA1003 Revision C dated 11 Jul 2018

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – Shamrock Street	*The primary accessway off Shamrock Street has a minimum wall-to-wall width of 7.2 metres and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.*
Location of Access Point off Shamrock Street	*The location of the development entrance and the loading bay are unsuitable. In Shamrock Street, there are two existing grated side entry pit in the lowest point of the street. These pits need to remain intact.*
Visibility – Shamrock Street	*A pedestrian sight triangle has been provided for the exit lane of the entrance. Sight triangle has not been dimensioned.*
Development Entrance – Brighton Street	*The proposed Brighton Street entrance has wall-to-wall width of at least 6.1 metres and satisfies AS/NZS 2890.1:2004.*

Visibility – Brighton Street	*A pedestrian sight triangle (not dimensioned) has been provided for the exit lane of the entrance.*
Headroom Clearance	*A minimum headroom clearance of 2.3 metres has been provided and satisfies AS/NZS 2890.1:204.*
Internal Ramped Accessways	*Widths of internal ramps have not been dimensioned.*
Car Parking Modules	
At-grade Parking Spaces	*The dimensions of the parking spaces (2.6 metres by 4.9 metres) satisfy Design standard 2: Car parking spaces of Clause 52.06-9.*
Accessible Parking Spaces	*Not dimensioned on the drawings.*
Aisles	*The widths of the aisles range from 6.4 metres t0 7.0 metres and satisfy Table 2: Minimum dimensions of car parking spaces and accessways of Clause 52.06-9.*
Column Depths and Setbacks	*Not dimensioned on the drawings.*
Clearances to Walls	*Not dimensioned on the drawings.*
Gradients	
Ramp Grade for First 5.0 metres inside Property	*Ramp grade lengths have not been dimensioned on the drawings.*
Ramp Grades and Changes of Grade	*Ramp grade lengths have not been dimensioned on the drawings.*
Transition Grade at Base of 1 in 4 Ramp Section – Brighton Street Access Ramp	*The transition grade at the base of the 1 in 4 ramp section is 1 in 10 (length not dimensioned) is unsatisfactory. This would cause a B99 design vehicle to scrape and bottom out.*

Item	*Assessment*
Other Items	
Numbering of Parking Spaces	*Car parking spaces have not been numbered, making space identification difficult.*
Loading Facility	*The dimensions of the loading facility (10.83 metres by approx. 5.0 metres) can satisfactorily accommodate a medium rigid vehicle. The loading facility headroom clearance has not been dimensioned.*
Truck Turning Movements	*The swept path diagrams for an 8.8 metre long medium rigid vehicle accessing and egressing the loading bay and entering and exit Shamrock Street via church Street are considered satisfactory.*
Childcare Centre Car Park – Tandem Parking Sets	*The tandem parking sets have not been dimensioned and do not have the minimum length of 10.3 metres as required by Design standard 2.*

Childcare Centre Car Park – Lift at Basement Level	*The lift servicing the childcare centre opens out directly into the circulating aisle of the basement car park – not an acceptable design outcome for parents and children accessing the centre or their cars.*
Widening of Shamrock Street	*The proposed carriageway width of 5.77 metres is considered satisfactory for two way traffic. The grades of 1 in 9.4 and 1 in 10 in the widened section of Shamrock Street for the loading area and car park entry are unsatisfactory.*
Footpath – Widened Section of Shamrock Street	*The footpath width of 1.32 metres does not satisfy DDA requirements.*
Existing Kerb Extension – Brighton Street	*The existing kerb extension on the west side of Brighton Street has not been depicted on the drawings. The proposed vehicle crossing servicing the childcare centre may not be partially clear of the kerb extension.*

WIDENING OF SHAMROCK STREET – POTENTIAL DRAINAGE IMPLICATIONS
The widening of Shamrock Street, as proposed by the applicant, would impact on the existing drainage infrastructure in the street. There are two existing grated side entry pits approximately 24 metres east of Church Street. These pits are located at the lowest point in Shamrock Street which connects into a drain that runs underneath properties on the east side of Church Street and continues to Lesney Street.

Widening Shamrock Street would reduce the inlet capacity of the southern grated side entry pit with the removal of the lintel and throat. It is vital that the pits remain intact as they are critical in collecting rainfall run-off for the Shamrock Street catchment area.

It is suggested that the principal vehicular entrance be relocated further west (please see appended concept diagram). Since the development entrance would be located in the vicinity of the low point in Shamrock Street, it is also suggested that a central invert be constructed in the widened section of Shamrock Street.

Essentially, the principal entrance and loading bay need to be redesigned and the length of the Shamrock Street widening be reduced from what was originally proposed. In addition, the footpath in the widened section of Shamrock Street needs to be widened to satisfy minimum DDA widths (i.e. – 1.5 metres).

Design Items to be Addressed

Item	Details
Accessible Parking Spaces	*Accessible parking spaces and associated shared areas are to be dimensioned and satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004.*
Tandem Parking Sets – Childcare Centre Car Park	*The tandem parking sets in the childcare centre car park are to have a minimum length of 10.3 metres as required by Design standard 2.*
Column Depths and Setbacks	*To be dimensioned on the drawings. Column locations are to satisfy Diagram 1 Clearances to car parking spaces.*
Clearances to Walls	*To be dimensioned on the drawings and be no less than*

	300 mm.
Ramp Grade Lengths	*Each ramp grade length to be dimensioned on the drawings.*
Transition Grade at Base of 1 in 4 Ramp Section – Brighton Street Access Ramp	*At the base of each 1 in 4 ramp grade section, the transition grade must be 1 in 8 for a length of at least 2.5 metres.*
Numbering of Parking Spaces	*To be numbered on the drawings for easier identification.*
Childcare Centre Car Park – Lift at Basement Level	*Protection for pedestrians should be provided in the area in front of the lift in the basement level car park.*
Widening of Shamrock Street	*The widening of Shamrock Street is to extend west of the two existing grated side entry pits. These pits are to remain intact (control point).* *It is suggested that the principal access be relocated to the west and the loading facility be orientated at 90-degrees to the accessway.* *A detailed engineering design of the Shamrock Street widening is to be submitted to Council for assessment and approval.*
Footpath – Widened Section of Shamrock Street	*The footpath within the widened section of Shamrock Street is to have a minimum clear width of 1.5 metres as per DDA requirements. Continuity should be provided for the footpath along the south side of Shamrock Street.*
Existing Kerb Extension – Brighton Street	*The existing kerb extension must be depicted on the drawings. The proposed crossing servicing the childcare centre must be clear of the kerb extension. If the kerb extension is partially located in front of the kerb extension, the applicant must reposition the kerb extension to the north such that it is clear of the new vehicle crossing.*
Utility Services – Wright Street	*The applicant is to confirm that the utility services in Wright Street are no longer required.*
Two-Way Traffic	*The applicant should explain how this section would operate and what countermeasure is proposed to prevent traffic east of the site from travelling towards Church Street.*

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 Brighton Street and Church Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.*
- *The footpath along the property's Brighton Street and Church Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.*

- *The new vehicle crossing on the west side of Brighton Street must be constructed in accordance with Council's Standard Drawings, Council's Infrastructure Road Materials Policy and engineering requirements. The vehicle crossing must satisfy the ground clearance requirements for a B99 desi vehicle.*
- *The redundant vehicle crossing is to be demolished and reinstated with paving, and kerb and channel to Council's satisfaction and at the Permit Holder's cost.*

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

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

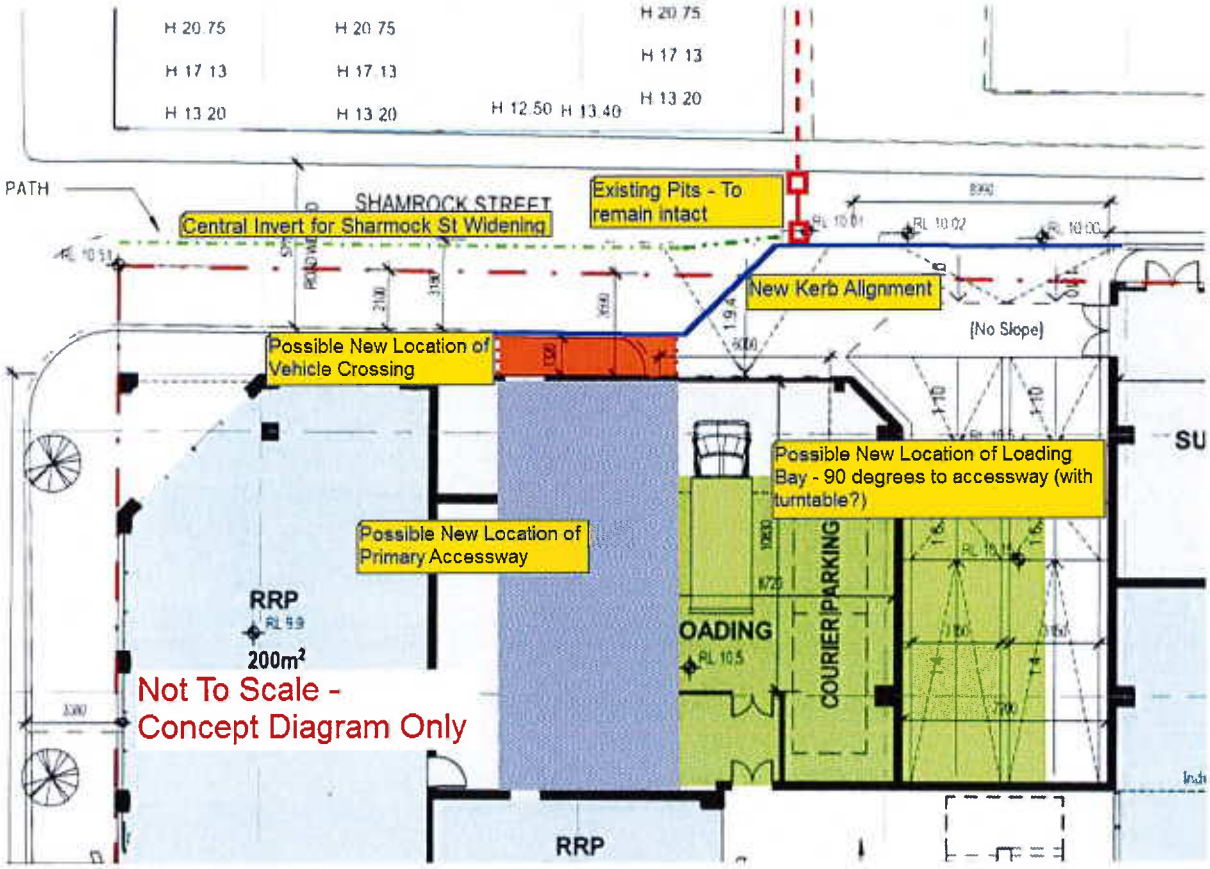
Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

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

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	*The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the Building Regulations 2018 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 133.*

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.*
Clearance from Electrical Assets	*Overhead power lines run along the east side of Church Street and west side of Brighton Street, close to the property boundary.* *The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, Building design near powerlines, which can be obtained from their website:* *http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs*



Strategic Transport

Access and Safety

There are no major access or safety concerns which have been noted. However, it is recommended the applicant consider providing a pram ramp on the Shamrock Street kerb aligned with the courtyard entrance, for improved wheelchair and bicycle access.

Bicycle Parking Provision

Statutory Requirement

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	23504 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	78 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	24 visitor spaces.	
Retail premises (other than specified in this table)	83 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	

Shop	*1219 sqm*	*1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm*	*2 employee spaces*	
		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	*2 visitor spaces.*	
Bicycle Parking Spaces Total			*80 resident / employee spaces*	*195 resident / employee spaces*
			26 visitor spaces	*41 visitor spaces*
Showers / Change rooms		*1 to the first 5 employee spaces and 1 to each additional 10 employee spaces*	*9 showers / change rooms*	*24 showers / change rooms*

The development provides a total of 115 additional resident/employee spaces and 15 additional visitor spaces above the statutory requirements of the planning scheme.

Adequacy of visitor spaces

41 spaces are suitable as visitor bicycle parking spaces. The provision of the visitor spaces is inadequate for the following reasons:

- *Whilst 41 spaces exceeds the statutory requirement of 26 spaces it does not cater for Yarra's current or predicted future cycling demand. At minimum 49 visitor spaces should be provided for the following reasons:*
  - *Best-practice recommends a rate of 1 visitor spaces to each 500sqm of office floor area[1], generating a requirement of 47 spaces for the office.*
  - *2 visitor spaces are required to meet the shop requirement.*
- *Alternatively, if the scale of the overall development was reduced, the recommended number of visitor spaces could be applied at the above rates.*
- *The vast majority of the visitor spaces are hanging spaces. It is best practice to provide all visitor spaces as horizontal spaces at ground level, given the short term nature of their use and accessibility requirements: however in this instance it would be acceptable if a minority of the visitor spaces were provided as hanging spaces given the large number of total spaces being provided. It is recommended that no more than 20% of visitor spaces are provided as hanging spaces.*

In addition to the above concerns visitor bike spaces should be numbered, or notations added indicating the number of bicycle spaces in each group to facilitate easy verification of bicycle space numbers.

Adequacy of employee spaces

Number of spaces

Whilst the proposal includes a surplus of 115 resident/employee spaces above the requirements of the planning scheme, it is noted:

- *A reduction of 643 car parking spaces is sought (72% of the statutory requirement);*

[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) offers this advice.*

- *the subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and*
- *both local and state planning policies include objectives to promote sustainable transport modes, including cycling.*
- *Given the above, best-practice requires a rate of 1 space to each 100sqm of office floor space[2] and the statutory rates for other uses. This generates a recommended minimum rate of 238 employee spaces.*
- *Alternatively, if the scale of the overall development was reduced, the recommended number of employee spaces could be applied at the above rates.*

Design and location of employee spaces and facilities

The following aspects of the design and location of employee bicycle spaces is supported:

- *The majority of employee bicycle parking is provided at ground level in a single secure location, with a small number of spaces provided at basement 1 (associated with the childcare centre). All bicycle spaces appear to be easily accessible and close to relevant end of trip facilities.*
- *24 showers/change rooms (as shown) should meet the expected employee demand if 238 employee bicycle spaces are provided as recommended.*

However, employee and resident spaces are inadequately located and designed for the following reasons:

- *Currently less than 17% of employee bicycle spaces appear to be horizontal at ground-level spaces. Pursuant to AS2890.3 at least 20% of employee spaces in each storage facility should be provided as horizontal at ground level spaces.*
- *Lockers are shown, however it is unclear how many lockers are to be provided. One locker per bike space should be provided.*

In addition to the above concerns employee bike spaces should be numbered, or notations added indicating the number of bicycle spaces in each group to facilitate easy verification of bicycle space numbers.

Electric vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Whilst it is acceptable no EV charging points are installed during construction, to allow for easy future provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.

Green Travel Plan

It is noted the applicant has supplied a Green Travel Plan (GTP). The GTP does not adequately address all relevant concerns, and should be modified to include:

- *Clear commitments to Green Travel initiatives. The current document states each action "could" be undertaken, with no actual commitment to undertake any of the actions.*
- *Information on security arrangements to access the employee bicycle storage spaces;*
- *signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;*

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

- *Reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness'; and*
- *provisions for the Green Travel Plan to be updated not less than every 5 years.*

Recommendations
The following should be shown on the plans before endorsement:

- *A pram ramp at the Shamrock Street kerb, aligned with the northern courtyard entrance for easy bicycle and wheelchair accessibility.*

- *At least 49 visitor bicycle parking spaces, clearly marked as for visitor use (or an equivalent rate if the scale of the development is altered):*

  a. *At least 80% of visitor spaces should be provided as horizontal-at-ground-level spaces.*
  b. *Visitor spaces should continue to be provided in publically accessible locations, with convenient access to building entrances, lift shafts, etc.*
  c. *Access ways and storage spaces should be designed to comply with AS2890.3.*

- *At least 238 employee bicycle parking spaces (or an equivalent rate if the scale of the development is altered):*

  a. *All employee bicycle spaces should be provided at ground-level or basement 1 within secure bicycle parking compounds;*
  b. *All secure bicycle compounds should continue to be provided with reasonable access to end of trip facilities and building entrances;*
  c. *At least 20% of bicycle spaces within each secure compound should be provided as horizontal-at-ground-level spaces;*
  d. *Access ways and storage spaces should be designed to comply with AS2890.3.*

- *A minimum 40A single phase electrical sub circuit installed within the car parking areas, to allow for the future provision of electric vehicle charging points.*

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

Streetscapes and Natural Values

A bond for the protection of three (3) trees in Church St adjacent the frontage of the development and one (1) tree opposite 22 Brighton St must be taken at a combined value of $10,000.00

This bond will be returned once a final inspection has occurred on these trees post construction. Any damages will be rectified using these funds including but not limited to

- *Pruning and or removal works*
- *Remediation of soil from contamination*

Council reserves the right to keep the entire bond if damages are excessive.

Plans show removal of 4 trees (1 in Church St and 3 in Brighton St). Costs for removal and replacement are provided at current schedule of rates below. Please note the current schedule of rates will change as of November 1st.

459-471 Church and 20-26 Brighton St

	Plane Tree	Callistemon	Jacaranda	Jacaranda	Sub Total
Melbourne valuation	$ 6,372.00	3513	147	147	
Removal	$ 1,204.93	313.45	71.24	71.24	

Stump	*$ 91.58*	*94.13*	*9.16*	*9.16*	
Reinstatement asphalt	*$ 250.00*	*250*	*1000*	*1000*	*Quote required*
New cut out	*$ 143.49*	*143.49*	*143.49*	*143.49*	*Quote required*
Supply tree 100L	*$ 350.00*	*350*	*350*	*350*	
Planting Cost	*$ 118.05*	*118.05*	*118.05*	*118.05*	
Maintenance 2 years	*$ 160.80*	*160.8*	*160.8*	*160.8*	
Sub Total	***$ 8,690.85***	***4942.92***	***1999.74***	***1999.74***	***$ 17,633.25***

The above costs for the reinstatement of asphalt and new cut outs have been placed as a nominal figure however further costing is required for removal of existing outstands to accommodate the proposed plans.

The design of new planting pits in Brighton st will also need to be considered in conjunction with Council's Embedding Green Infrastructure Guidelines which are soon to be released and must consider strata cells below parking bays and use of porous paving and storm water catchment into the tree pits.

The cost of these new planting beds should be funded by the amenity value and reinstatement costs and any further costs should be passed onto the applicant.

An additional tree on the Brighton Street frontage should be included as the current proposal only shows a single tree and a new tree outside the north neighbouring site.

Waste Services

The waste management plan for 459-471 Church St and 20-26 Brighton St, Richmond authored by Irwin Consulting and dated 04/05/2018 is not satisfactory from a City Works branch's perspective. Issues to be identified include, but may not be limited to:

1. *Collection from Brighton St is not appropriate. It is recommended that building C utilises a collection from within the development's boundaries.*
2. *Please detail how food waste will be diverted from the waste stream from the remaining areas of the development.*

ESD Advisor

The standard of the ESD is close to meeting 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.

Applicant ESD Commitments:

- *30% improvement above the NCC energy efficiency requirements for energy efficiency (6 points in Green Star Energy section) based on various initiatives.*
- *A WSUD report has been submitted that claims best practice and relies a 40,000 litre rainwater tank proposed to flush toilets and irrigation in Building A and B, building C has a further 20,000 litres for toilet flushing and irrigation. See below for more information request.*

- *Some vertical and horizontal shading elements and high performance double glazing.*
- *Energy efficient HVAC with variable refrigerative volume (VRV).*
- *A 30 kW solar PV array to contribute to onsite electricity demands.*
- *Energy efficient lighting.*
- *Water efficient fixtures and taps.*
- *Water efficient irrigation.*
- *At least 183 bike parking spaces, plus at least 51 visitor spaces.*
- *24 showers and at least 221 lockers to support cyclists riding to work.*

Application ESD Deficiencies:

- *No access to natural ventilation to most spaces. Improved mechanical ventilation standards with little detail provided. Ensure that fresh air supply is in excess of AS1668 air flow rates by at least 50%.*

Outstanding Information:

- *No specific daylight assessment has been provided, although reasonable daylight to most areas. Provide more information on the expected daylight performance of the buildings. Ensure that at 30% of floor area can reach a minimum 2% df standard, and provide a suitable VLT for each area to assist achieve this standard.*
- *Recommend that the architect consider increased external shading systems to reduce heat gain, rather than rely on glazing. If not, please include the SGHC proposed including the minimum VLT noted in the SMP, and demonstrate that the 30% energy reduction can be met.*
- *Please provide a completed JV3 energy modelling report, or equivalent, prior to occupation demonstrating the 6 points or 30% improvement in NCC requirements.*
- *No MUSIC model outputs have been submitted. Please include all MUSIC model inputs and outputs including catchment area, storage locations and volume and location and number of toilet connections to ensure that best practice in WSUD can be met.*
- *Please mark approximate size and location of solar PV array on roof and elevations.*
- *Please provide details of proposed type and efficiency of hot water system. Recommend gas boosted solar hot water or gas storage hot water with a minimum 85% efficiency / 5 Star equivalent.*
- *Ensure that the WMP has sufficient spaces allocated to recycling and all waste streams. Ensure that recycling is just as convenient at general garbage.*

ESD Improvement Opportunities:

- *Recommend a COP for HVAC (VRV) within one Star or 85% of best available of suitably designed size and capacity.*
- *Recommend providing a composting system.*
- *Recommend providing electric vehicle charging facilities.*
- *Recommend providing more communal spaces for staff and building users.*

Open Space

I would like to request clarification and/or further information on these items:

Update the landscape plans to incorporate the latest architectural drawings from Architectus dated 7 June 2018:

- *The retail precincts in the lobby area have extra FDP/RRP facilities indicated which are not yet reflected in the landscape plan.*
- *The drawing DA1006 indicate there could be a roof garden above the childcare facility on Level 3. Is this the case? The addition of a large green space on the east side of the*

development would be a valuable asset with multiple benefits and should be duly considered.

- *Are there dividers or screens across terraces on levels 4, 5 and 6 as indicated on the architectural plans? If so, please update the landscape plans accordingly and show the impact this will have on the proposed garden beds.*
- *Are there vertical green elements on the west side of the terraces of Building B as indicated in the architectural sections? If so, please update the landscape plans accordingly.*

- *Provide further detail on the design of the outdoor playspace for the childcare facility. Is there opportunity for more play elements and a more garden-esque setting to be incorporated on the level 1 terrace of the childcare facility?*
- *Provide further details on the vertical green systems across the development.*
- *Provide details on how the feature tree in the deck area will be incorporated into the deck surface to ensure sufficient growing width is provided. Provide details on the nominal depth as well.*
- *Provide a detailed planting plan.*
- *Provide information on the landscape feature proposed at the corner of Church and Shamrock Streets.*
- *Provide information in the Technical Notes on how the grade of the proposed garden beds in relation to their mounded nature will be maintained over time.*
- *Have allowances been made in the basement parking plans to accommodate the drop in the slabs for the proposed garden beds, ensuring there is sufficient headroom as well as depth for tree and plant growth.*
- *The terraces and planter beds on Building B are nominated on the south side of the development. Is there scope to include more green infrastructure e.g. vertical climbing structures or planting beds on the northern façade?*

General comments

- *We have some concerns about the amount of natural light available in the lobby area and the impact this will have on the quality of the proposed planting. Consider incorporating grow lights for all the garden beds, as per the ones under the staircase.*
- *Consider moving the feature tree in the central courtyard west on the deck so the canopy does not become compromised by the building overhang.*
- *Consider an alternate paving treatment from the Brighton Street entry into the development. The effect of the cobblestone/setts on wheels for prams or cyclists might result in an reduction of amenity*
- *Consider opportunity for more planting garden beds on the Level 02 terrace.*

External consultants

Traffic (Traffix)

Based on our various investigations, we are of the opinion that:

- *The proposal has a statutory car parking requirement to provide 759 car spaces under the Column B parking rates of Clause 52.06-5 (which now apply as a result of VC148).*
- *The provision of 240 car spaces results in a numerical shortfall of 519 car spaces.*
- *Based on the allocation of car parking, there is a shortfall of 520 car spaces for the office, restricted retail and food and drink premises uses. There is also a surplus of 1 car space for the childcare centre.*
- *The reduction in car parking required supported under the decision guidelines of Clause 52.06-7.*
- *The level of bicycle parking and end of trip facilities provided is strongly supported, however it is recommended that the following condition be placed on any permit issued:*

- *All bicycle spaces are to be dimensioned and provided in accordance with the requirements of AS2890.3-2015 or to the satisfaction of the Responsible Authority.*

- *The carpark layout is generally satisfactory, subject to:*
  - *Columns within the childcare centre carpark must fully comply with Diagram 1 of Clause 52.06-9.*
  - *Provision of 500mm separation between tandem car spaces is required, in accordance with Clause 52.06-9.*
  - *Alterations to the childcare centre ramp are required in order to comply with the ground clearance requirements of the B99 design car, as per AS2890.1-2004.*
  - *Changes to the childcare centre lifts are required in order to provide better protection to pedestrians entering/exiting the lifts at the basement carpark level.*
  - *The proposed loading arrangements are satisfactory, subject to:*
    1. *Confirmation of a 4.5m headroom clearance within the loading bay, in accordance with AS2890.2-2002.*
    2. *Confirmation that the grades into the loading bay can accommodate the 8.8m long Medium Rigid Vehicle (MRV).*
- *The proposed waste collection arrangements for the commercial tenancies are satisfactory, subject to the changes required to the loading bay specified above.*
- *Waste collection for the childcare centre should occur on-site within the basement carpark using the small waste collection vehicle. Providing an area to turn around and load may result in the loss of 1 car space, which is acceptable as there is a statutory surplus of 1 car space for this use.*

- *The changes to Shamrock Street are supported in-principle, subject to:*
  - *A review of the grades proposed within the widened section of Shamrock Street is required.*
  - *Provision of a clear travel path for pedestrians along the south side of Shamrock Street between Church Street and the eastern side of the carpark entrance.*
  - *The traffic impacts of the proposal are generally acceptable, however it is recommended the applicant review whether stationary traffic queues on Church Street are likely to impact the operation of the Church Street/Shamrock Street intersection and whether 'Keep Clear' line marking or other treatments are warranted to minimise the impact on tram services and general traffic along Church Street,*

- *The Green Travel Plan should be updated in regard to the following:*
  - *The language in the body of the report for various actions uses the term 'could be introduced', instead of 'should' or otherwise committing to a particular action.*
  - *The Action Plan at Appendix A does not include references to all actions included in the report, including any carpooling actions.*
  - *It is recommended that the plan be updated to include the promotion of various public transport smartphone apps such as the Public Transport Victoria app and/or train or tram tracker.*

Urban Design (MGS Architects)

The overshadowing of the development drawings presented in Shadow Studies 2 to 16 indicates a number of issues of concern.

Contrary to other development within Church Street the proposed shadow has major impacts on the western side of Church Street at 9.00am. These diagrams indicate significant impacts on key Church Street areas egressing from the nearby transport interchange at East Richmond Station and its role as a major pedestrian link to employment areas to the south in morning peak periods up until 10.30am on the western footpath.

Residential properties to the south of the site in Sanders Place and Brighton Street are impacted from 1.00pm and substantially thereafter with the eastern side of Brighton Street impacted after 3.00pm.

The design renders provided in the application from page 134 onwards illustrate the design language and approach.

The choice of materials in the development is well based and supported, however the application in this instance in scale and the positioning of the form and the assumptions that underpin this are of concern.

The rendering from the south west illustrates the use of a brick podium form to lower levels. This podium accommodates open balcony forms extending to the south boundary of the development with open terraces to the south at level 6.

The lift core and stairs form an imposing concrete form rising full height relying on a mid-section glazed slot for amenity to the core and relief to the imposing bulk arising from its location on the site boundary. The provision of this glass form on the boundary to a property that could reasonably be expected to be developed in the future is clearly problematic as is the location of such a prominent and bulky aspect as the first impression of the building when looking at it from the south.

The expression of the building as seen, retaining the gridded form of the office to the full height, does little to reduce perceived height, with the opportunity clearly seen in the Pearson Street (or Brighton Street as it is more commonly known) render from the south east illustrating the combination of the positioning of the lift core, the expression of the western building and the stepped nature of the east building in relation to neighbours of typically one storey housing as can be seen in the renderings and, looking from the east in Brighton Street, illustrates the nature of the combined childcare interface at the end of the street and the mid-block and background office forms. It illustrates from the James Street interface how these built forms are interpreted, in particular how the childcare centre and mid-block office sit relative to the approved development to the east and the emerging character of development to the north and south.

The applicant notes that the site sits within an area of massive change within Melbourne and within the precinct. This is a contention that I think needs to be challenged. Whilst it is clear that Church Street is seen as an area of substantial change, it is equally clear that greater opportunities lie on the western side of Church Street where neighbours are characteristically similarly commercial in nature.

To the eastern side of Church Street where the interfaces are to fine grain residential in side streets and to areas such as Brighton, Pearson and James Streets to the east this is reflected in the intermeshing nature of zones as illustrated in the zoning maps and also in over 75% of the northern Shamrock Street interface being either NRZ or GRZ in nature, with the entire eastern and south eastern interfaces GRZ in nature as well. Areas such as Pearson Lane are also GRZ.

In such a circumstance it is clear that there needs to be mediation of built form to these key interfaces.

Disappointingly, in the heritage analysis by Human Habitats the Heritage Overlay HO308 that exists in the interfacing areas of Shamrock Street mid-block to the north for almost 50% of the frontage, the entire eastern frontage of Brighton Street and interfacing areas to the south east, is not noted but demonstrates further that the site is indeed embedded in its eastern interface into an area of the Barkly Gardens Precinct of high heritage value in this context. This is in contrast to much of the neighbouring area to the western side of Church Street wherein, particularly in the southern half of the street, heritage buildings where noted are industrial in nature and larger in form. This suggests that there is significant need in that case to think about the grain and scale of building development along Shamrock and Brighton Streets and in the south eastern 40% of the site interfacing with adjoining residential properties.

The management of scale in this context can be handled in a number of ways. One of which can be by enhancing the quality and scale of street interfaces with, in this instance, Shamrock Street providing an opportunity for substantial enhancement. The applicant has chosen however largely to not provide for such a measure save for a mid-block courtyard break.

Much of the frontage is dedicated to back of house areas and in particular the private open space of adjacent residential areas being immediately opposite the proposed loading dock zones.

In contrast the development provides a high level of amenity for its own users to the front door through the centre of the development. Clearly more needs to be done to enrich Shamrock Street with a high quality public realm treatment and generous setback at ground level; an acknowledgement of the more substantial pedestrian demand generated by the development and the low scale nature of its adjoining neighbours.

I would invite the applicant to reconsider setbacks to this frontage for the full extent from Church Street to gridline K and treatments through this area to mitigate the impact of back of house areas, traffic and noise on adjoining residential private open space areas and the streetscape amenity of this zone.

It is recommended in this instance that setbacks be provided to ensure a minimum 9m setback from the northern face of retail and office areas to the boundary interface with adjoining properties to the north at podium levels.

Generally speaking I am satisfied with the podium treatments and arrangements for the interface to Church Street and with the rotation of the end of trip facilities within the development. Set back the office over to match this alignment.

The inclusion of a central courtyard in the development is supported and the development of the proposal as a series of buildings stepping from east to west upwards is similarly supported in principle.

What isn't supported is the proposed scale of form and its configuration. Key issues of concern are as follows.

As previously noted the fine grain residential scale of Shamrock Street requires sensitive and generous set down of scale to these interfaces. I note the mid-block heritage overlay and typically 1 storey characteristic of properties to the north as requiring a response of the midblock zone of lower scale and greater setback. The proposed scale of setbacks suggested at level 3 would appear to me to be in the order of setbacks that should be provided at lower levels down to ground in conjunction with upgraded landscape treatments to this mid-block area to incorporate tree planting and an enhanced place making for this part of the site.

Similarly in relation to the childcare centre, the absence of substantive setback at levels 1 and 2 to the Brighton Street frontage is of concern. The area is a GRZ and there are characteristic setbacks for adjoining development from the street that contributes to the landscape amenity and streetscape quality that is typically low scale in this area.

I note the approved development to the north is 2 storey in scale at the street interface, stepping up to 3 storey. In this case with the overhead canopy of the third level extending to within 4m of the street no such mediation exists. I would recommend that the facility be set back at ground, first and second floors similar to that of its adjoining southern and northern neighbours and that the canopy at level 3 should be set back an additional 3m to ensure it is less visually intrusive within the streetscape.

In relation to the adjoining mid-block office building, it is my view that this building is grossly excessive in scale relative to its adjoining Heritage Overlay and neighbourhood context within

Shamrock Street to the north and the private open space of residential areas that exist to the south. To this extent I would recommend removal of levels above the fourth floor to these interfaces i.e. that levels 5 to 7 are deleted.

In relation to the western tower, in the first instance I don't find it acceptable that the lift core is built to the southern boundary to the full height as is currently proposed nor that it relies on glazed aspect to its southern boundary for amenity to this zone. The lift core should be embedded into the development, not incorporated into a boundary interface as suggested in this instance. It has significant impacts on apparent bulk and diminishes the quality of the streetscape environment of Church Street.

The scale of development also needs to be addressed so that the western side of Church Street is not impacted in the early morning peak pedestrian movement times from public transport to the adjoining workplace areas and similarly reduced so that the private open space of adjoining residential areas to the south east are not impacted at peak times of the day. I would suggest in this instance between 10.00am and 2.00pm.

Additionally the scale of the proposal in this instance is excessive. As previously noted the proposal has interfaces with low scale residential areas in contrast to the areas in the south west of the core areas. It is clearly a zone of transition.

The proposal in this instance needs to be radically reduced in scale. My view is that whilst I am satisfied that the proposed podium is acceptable, it is my view that development above level 7 should be deleted, having regard for the substantive plant area above this zone. This would result in a building including plant of approximately RL42.5 in height or effectively 32m in height relative to street level. Effectively an 8 level commercial building.

At an interface with a fine grain neighbourhood as exists in this instance I believe it is this scale that finds residents with both Local Policy, existing character, the known little changed nature of its north, eastern and south eastern interfaces and the relatively modest footprints of its neighbours.

CONCLUSION

For these reasons, whilst the architectural language, elements of the quality of ground floor place making within the development and the provision of childcare are supported, substantial and radical surgery needs to be taken to the proposed scale at this transitional location and it should not be approved in its current form on urban design grounds.

Acoustics (SLR Consulting)

A summary of our review of the acoustic report for 459-471 Church Street and 20-26 Brighton Street is provided below.

External Noise Intrusion

The proposed façade upgrade treatments appear adequate for controlling the measured levels of road traffic noise, however we would like to confirm the following:

- *That rail noise has been predicted to upper levels of the building, and that the advice provided will achieve the indoor design targets.*
- *That noise from children playing in the rooftop outdoor play area has been predicted to the proposed overlooking office spaces, and that the glazing proposed will achieve appropriate indoor targets for this noise source.*
- *That a review of façade upgrade treatments to offices overlooking the rooftop plant room on Building C will be undertaken during the detailed design to ensure that the indoor targets will be met.*

Childcare Centre Noise

Noise from children's voice has been assessed to residential receivers using a target of 'background + 10 dB'. We agree that the target is appropriate for daytime operations. We would like the following issues to be clarified or addressed:

- *The sound power level used for children's voices in each of the outdoor play areas should be provided, or sufficient information included in the report for us to calculate them. It is unclear from the information provided whether the same sound power level has been used for each play area, or whether they have been scaled for size. A 3-D image of the noise model used in calculations would assist in creating an understanding of the modelling approach.*
- *Explicit assessments are not provided in the report for:*
    - *28 Brighton Street to the south, (i.e. the high level north facing windows, and the outdoor private open space) and*
    - *Upper levels of the development proposed for 16 Brighton Street, to the north*

    These receiver locations should be included in the assessment.
- *Noise from vehicles dropping off children at the centre has not been considered. This noise should be assessed to sleep disturbance targets if it is likely to occur before 7 am. If there is provision for drop offs to occur via the basement carpark we would consider this issue adequately addressed.*

Project Mechanical Plant

Plant noise is proposed to be assessed to SEPP N-1. Our calculations of SEPP N-1 noise limits are slightly different to Cundall's, however the presented limits are nevertheless reasonable for the planning phase of the project. During the detailed design, when impacts to particular receivers are calculated, it may be appropriate to calculate limits specific to those receivers.

We recommend that the planning permit for the project include the requirement that noise from project mechanical plant is reviewed by a suitably qualified acoustical consultant and designed to achieve compliance with SEPP N-1.

Wind (ViPac Consultants)

Vipac have reviewed the wind test report and relative drawings provided (see the list of files in the attachment). Our comments are as follows:

- *The MEL Consultants Environmental Wind Speed Measurements report has been prepared based on a 1:400 scaled model wind tunnel test. The report includes the following main Sections: Introduction, Environmental Wind Criteria, Model and Experimental Techniques, Discussion of Results and Conclusions. Detailed test data were presented in the Figures section.*
- *We have no issue with the criteria for wind environmental conditions developed in 1978 by W. H. Melbourne, which was adapted in this report. Vipac have no comment regarding the mentioned criteria based on 20% or 0.1% probability of occurrence, as they are not actually used in the assessment in the report.*
- *In the Model and Experimental Techniques section, a 300 m minimum radius proximity model was used and is substantially correct. The Category 3 exposure was used in the assessment; this was also appropriate. Hot wire anemometers were used to measure the local wind speeds at various locations as shown in Figure 1 and Figure 2 of this review.*

- *In the Discussion of Results section, the report clearly addressed the wind speed measurement results street by street around the development and various terraces.*
- *The report assessed the wind conditions on podium roof and roof top terraces and found that these locations met Walking criterion as a minimum. Many areas would also meet the more stringent standing criterion. Vipac agree with the use of walking criterion as a minimum to assess the podium roof and rooftop terraces.*
- *The report assessed the wind conditions in the building entrance areas and found that these locations met the standing criterion as a minimum.*
- *The Conclusions indicated that all test locations fulfil the recommended wind criteria for the basic configuration with amelioration strategies which include a porous wind screen at the northwest corner, and a canopy on the northern façade above. The amelioration strategies can be found in 6 on Page 25 of the wind report and Figure 3 of this review. These have been incorporated into the architectural drawing Shamrock Street Canopy dated 13/06/2018 as shown in Figure 4 and discussed in MEL Consultants addendum letter 45-18-DE-LET-00.*

In conclusion, the MEL Consultants Environmental Wind Assessment used the proper model, experimental and analysis methodology to assess the wind effects on the pedestrian level spaces around the proposed development, as well as various building terraces in detail. The locations of high wind conditions have been identified and were rectified with wind control strategies. The conclusions are substantially valid.

Assessment

The considerations for this application are as follows, as required:

- Strategic context;
- Childcare Centre Use;
- Built form and Design;
- Off-site amenity;
- Traffic, access, bicycle parking and car parking reductions;
- Waste management; and
- Objector concerns.

Strategic context

In assessing this application Council officers must make a comprehensive evaluation of the proposal with consideration to the purposes and objectives sought to be achieved by the Act and the Yarra Planning Scheme, the applicable decision guidelines, and as to whether or not there is a net community benefit and sustainable development outcome. There is no doubt that the site has many of the attributes that would lead to a support of higher density development. However, having carried out an assessment of the competing state and local policies and objectives against the particulars of this development, on balance this proposal does not represent an acceptable outcome.

The development in its current form is an overdevelopment of the site and is a poor response to its context. Specifically the primary issues are:

- excessive height, scale and massing of Buildings A and B;
- unreasonable visual bulk impacts and inequitable development opportunities for the site to the east at No. 16 Brighton Street; and
- poor place-making along Shamrock Street.

Council does not dispute that the Commercial 2 Zone (C2Z) which applies to the site is capable of accommodating a greater density and higher built form, subject to individual site constraints. Additionally, state and local policies (such as clause 11.03-1R and 18.01-1S) encourage the

concentration of development near activity centres and intensifying development on sites well connected to public transport such as the subject site. A portion of the land is also within a General Residential Zone (Schedule 2) where there is a more restrained development expectation. The applicant has responded to this by including a lower building in this location.

However, in this instance, the site is in a transitional location where it interfaces with finer grain, low scale residences and heritage buildings to the north, east and south which temper development potential even on sites located within the C2Z and require a considered response.

The Planning Scheme is a network of policies and objectives, which is to be read as a complete document; with an understanding that objectives of urban consolidation and employment growth can conflict with neighbourhood character and other objectives. Clause 71.02-3 requires planning authorities to ingrate the range of planning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations. Council submits the proposal fails these tests.

The issue around strategic imperatives (such as urban consolidation) versus site context is complex and one in which the Tribunal explored in its decision for *2G Investment Group Pty Ltd v Yarra CC* [2009] VCAT 2182. Within this decision, the Tribunal recognised that strategic imperatives cannot outweigh concerns about how a design responds to its context.

The following comments were made:

> [9] ..... However, we disagree that this opportunity and the strategic imperative override the necessity to also achieve a good design outcome. We have refused this application because of the failure of this particular design to respond to its context and to provide a reasonable level of amenity to future occupants and adjoining properties.

In this instance, the application fails when balancing the competing objectives of the Scheme; principally those of equitable development, enhancement of the public realm, height and heritage which are not sufficiently off-set by positive urban consolidation achievements.

In summary, while there are clear policy directions to support the intensive redevelopment of the site for high density commercial buildings to provide for employment growth, the proposal clearly does not meet many of other policies and its poor design response does not warrant support.

Childcare Centre Use

The only use which requires a planning permit is the childcare centre which is proposed to have a maximum of 100 children and operate between 7.00am to 7.00pm Monday to Friday. The childcare centre is proposed to operate within the General Residential Zone (Schedule 2). The centre will have up to 100 children with 22 staff.

Council planning officers submit that the use is compatible with the nearby community and would provide a service to local residents as well as future employees of the proposed office as well as those newly constructed. Council has recently adopted the Spatial Economic and Employment Strategy (SEES) and Housing Strategy (HS) which provide up to date strategic information on these aspects in the Yarra municipality. The SEES identifies the Church Street South precinct, as a Major Employment Precinct.

Council's HS identifies that there will be a projected increase in families with children and older persons in Yarra over the next 15 years. The uses directly respond to the changing demographics within Yarra. Facilities like childcare centres are a type of community facility and social infrastructure and it is important that they establish in urban areas in appropriate locations. The purpose of the General Residential Zone also recognises that educational, recreational, religious, community and a limited range of other non-residential uses that serve local community needs are appropriate, provided they occur in appropriate locations. Council planning officers believe this is

an appropriate location, as a portion of this land is already used for non-residential purposes (car park), is immediately adjoining a commercial zone and is not located in a residential hinterland.

Additionally, the site is well suited to accommodate the proposed use as it is highly accessible to the community as it is located within an established urban area.

In terms of the hours of operation, these are acceptable as they allow sufficient time for drop offs and pick-ups before and after work. It is also worth noting that clause 22.01 (*Discretionary Uses in a Residential 1 Zone*) stipulates that permit required uses in a residential zone should have hours of operation limited to 8am to 8pm. The childcare centre proposed to open one hour earlier, at 7am, considering that this is only for one hour, and many nearby residents will be getting ready for work or school at that time, this is reasonable.

These hours of operation also reduce the impact of light spill as it is generally daylight around these hours.

With regards to noise, Council's Acoustic Engineer confirmed that there were a number of issues which needed to be clarified or addressed. These are discussed within the *Off-site Amenity* section of this report.

Had Council been of a mind to support these uses, permit conditions would have controlled the hours of operation, staff numbers and numbers of children.

With regards to traffic and waste implications, this will be discussed within the *Traffic* and *Waste Management* sections of this report.

Built form and Design

The relevant permit trigger for the development is the Commercial 2 Zone for Buildings A and B and General Residential Zone (Schedule 2) for Building C. The primary considerations for the proposed development are the decision guidelines at clauses 34.02-7 and 32.08-13 of the Scheme respectively.

The urban design assessment for this proposal is guided by State and Local policies at clause 15.01-2S (Building Design), clause 21.05-2 (Urban design), clause 22.05 (Interface uses policy) and clause 22.10 (Built form and design policy). For a 30m wide portion of the western end of the site, the design guidelines and objectives of the design and Development Overlay (Schedule 2 are also relevant).

As has already been outlined, there is no dispute that strategically, the subject site is appropriately located for a higher-density development, being located within proximity to an Activity Centre, primarily within a commercial zone with excellent access to public transport, services and facilities. Three boundaries have at least the width of a street to provide a buffer from amenity impacts. It would be a reasonable expectation that this site (as those surrounding it are currently doing) would experience intensification in use and development. Whilst all of these are factors which would encourage substantial development of the site, Council submits that the proposal is inappropriate due to:

- the excessive overall height of Building A (including the sheer southern boundary wall) which is not only a detriment to the Church Street streetscape, but subsequently results in excessive overshadowing to the western footpath of Church Street;
- the excessive height and lack of setback of the tower component of Building A and its impact on the Shamrock Street streetscape;
- the overall height and lack of transition of Building B will dominate the streetscape along Shamrock and Brighton Streets as well as the repetitive stepped form southern façade being incongruous to the area; and
- the lack of public realm improvements along its northern boundary with Shamrock Street.

In terms of Building C, as will be discussed, subject to additional front setbacks from Brighton Street, Council's planning officer and external urban designer found the built form of Building C to be acceptable.

There are a number of other additional issues which could have been resolved by way of condition, however some would have required the applicant to submit additional information prior to Council planning officers making a decision. This uncertainly in the resultant built form has partly led to Council recommending refusal for this planning application.

A similar situation with regards to the refusal of a high density development in a location where one would expect taller built form was discussed within the Red Dot Tribunal decision, *ACCC Pty Ltd tas AWC Property v Yarra CC* (includes Summary) (Red Dot) [2012] VCAT 1180. In this case, a high density development located within the Swan Street MAC and next to Richmond Train Station was refused due to its inappropriate built form within a heritage precinct. Within this case, the following statement was made:

> [4] The State and local planning policies are consistent in their message that the subject land is located in an area where an intensity of development is encouraged. Based on the local planning policy framework, it is our finding that the subject land is within the Swan Street Major Activity Centre. The recent inclusion of the Richmond Station precinct in State planning policy that encourages high scale and high density mixed residential and commercial developments further identifies the area around the station as one where an intensity of development is encouraged. However, this does not create a 'free-for-all' situation in regard to the height and form of development that is acceptable for this land. There are other considerations that come into play through the planning policies and controls that are relevant in this case.

Council's external urban designer made the following salient points with regards to development expectations along the eastern side of Church Street, compared to those on the west:

> *The applicant notes that the site sits within an area of massive change within Melbourne and within the precinct. This is a contention that I think needs to be challenged. Whilst it is clear that Church Street is seen as an area of substantial change, it is equally clear that greater opportunities lie on the western side of Church Street where neighbours are characteristically similarly commercial in nature.*
>
> *To the eastern side of Church Street where the interfaces are to fine grain residential in side streets and to areas such as Brighton, Pearson and James Streets to the east this is reflected in the intermeshing nature of zones as illustrated in the zoning maps and also in over 75% of the northern Shamrock Street interface being either NRZ or GRZ in nature, with the entire eastern and south eastern interfaces GRZ in nature as well. Areas such as Pearson Lane are also GRZ.*
>
> *In such a circumstance it is clear that there needs to be mediation of built form to these key interfaces.*
>
> *Disappointingly, in the heritage analysis by Human Habitats the Heritage Overlay HO308 that exists in the interfacing areas of Shamrock Street mid-block to the north for almost 50% of the frontage, the entire eastern frontage of Brighton Street and interfacing areas to the south east, is not noted but demonstrates further that the site is indeed embedded in its eastern interface into an area of the Barkly Gardens Precinct of high heritage value in this context. This is in contrast to much of the neighbouring area to the western side of Church Street wherein, particularly in the southern half of the street, heritage buildings where noted are industrial in nature and larger in form. This suggests that there is significant need in that case to think about the grain and scale of building development along Shamrock and Brighton Streets and in the south eastern 40% of the site interfacing with adjoining residential properties.*

The numerous issues with the presentation of Buildings A and B including the lack of setbacks from Shamrock Street and overall height of Buildings A and B result in far too many varying elements which need to be modified. Therefore Council is unable to support the proposal or rectify these matters via permit conditions. These issues must be resolved before any approval can be granted. It is submitted that there are too many issues to be dealt with to be resolved by way of conditions and that any future application would need to resolve these issues before an approval of any sort can be granted.

Council planning officers submit that the proposal is contrary to policy at clauses 15.01-1S, 15.01-2S, 21.05-2, 22.10-3.2, 22.10-3.3 and the design objectives of Schedule 2 of the Design and Development Overlay.

Church Street – Building A

The surrounding existing neighbourhood character is a mixture of older single to triple storey buildings both commercial and residential in style with some modern developments also. More recently constructed buildings are at least five storeys in height. The built form of the wider surrounding area is dominated by its location within a commercial zone and its proximity to the Swan Street Major Activity Centre (MAC). This mixture in built form types and heights is typical of the Richmond/Cremorne area as discussed within the Clause 21.08-2 description. These areas have and will continue to experience an intensification of use and development.

Considering the recent approvals of larger scale developments, the street's proximity to the Swan Street MAC, convenient access to a train station and public transport, and that the majority of sites are not located within a heritage overlay to restrict development, it would be a reasonable expectation that this site and others in Church Street, would experience further intensification in use and development. Whilst not a document which Council relies on, the SSSP has designated this area as having developments of between five and six levels. This highlights that Council has earmarked this area for higher development than the current form which exists.

In terms of more specific street interfaces, the proposed works are an improvement on the existing streetscape interface through the demolition of out-dated buildings and the removal of at-grade car parking spaces which do not activate the street frontage for the construction of a modern building. The majority of buildings are constructed in a rectilinear form with windows and balconies facing the street and mainly flat roofs although there is a mixture of construction eras and styles.

As previously discussed, there is a consistent character of boundary-to-boundary development with all of the abutting sites having high site coverage and high walls along the front boundaries with minimal openings. The proposal is continuing the character of high site coverage with improved visual permeability.

Podium

Building A incorporates a five storey street wall to Church Street which also wraps around the southern elevation and along Shamrock Street where it is setback an additional 3.6m to provide for a widened street. The fifth floor of the podium is used for terraces that are open to the sky. In terms of presentation the street wall has a concrete ground floor, with brown brick above, with windows and walls having angled bevelled edges. Along the southern side of the podium, the lower four walls are solid but retain the impression of the patterning. The image below depicts the podium as seen from Church Street:



Both Councils planning officer and external urban designer are supportive of the podium. It is acknowledged that the proposed podium is higher than the majority of those within the streetscape. However, consideration should be given to the exceptional width of the site. Additionally the central separation and sky visibility through the upper level reduce any potential dominance in the streetscape. The central indentation creates two podium forms which reduces the impact of the breadth of the site.

The southern elevation of the fifth floor of the podium will consist of large openings facing No. 475 Church Street, whilst typically Council discourages openings abutting another site, in this instance, as the street wall also has openings to the west, the southern fifth storey openings are acceptable as they would not restrict an adjoining development.

In terms of architectural merit, the podium is a visually interesting design with the use of concrete for the ground floor which differentiates it from the levels above. The bevelled window openings and patterned walls provide a contemporary design which shows the podium has been considered in the round. The street wall of Building A constitutes a significant improvement as it will fill-in an area within the streetscape which is currently used partly for at-grade car parking and partly for an out-dated, bulky building. The existing car park creates a void in the streetscape where active frontage should be and does not contribute to the streetscape character of Church Street. It is a substantial positive of the proposal for new built form to be constructed in this location and the car parking access removed.

Tower

It is the upper levels and the southern elevation where this proposal fails. The image below depicts the southern elevation of Building A as viewed from Church Street:



Looking specifically at the overall height, whilst Council acknowledges that this is a site where much taller developments can occur compared to what currently exists, Council does not support the proposed 14 storeys in height. Council's external urban designer stated that the proposal should be no more than eight storeys in height, with development above level 7 to be deleted.

Council planning officers submit that at least three of the upper levels should be deleted. This would assist with the proportions of the development, which as seen in the image below when viewed from the north along Church Street, it is quite evident that the upper levels result in a dominating and overbearing presentation to the street.

The framing element visible on the upper levels is unacceptable, and undermines the attempt at reducing the visual bulk of the overall height through the provision of increased setbacks from the east. The applicant has provided these setback upper levels as a way to reduce the form of Building A, however this form is then surrounded by a four storey external frame which draws the views eye up towards the top of the building.



The reduction in height would also assist in reducing shadow impacts to the western side of Church Street which is highlighted as an issue and will be disused further within the *Public Realm* section of this report.

In terms of appropriate overall heights, the proposal is noted within the SSSP having a preferred five to six storey overall height which many objectors have raised as an issue. It should also be noted that the SSSP states that an acceptable transition for this site to a residential interface, is a 10m boundary wall with setbacks above at a ratio of 1:1. As previously outlined, whilst it is an adopted document, it can only be given very limited weight as it has not progressed to a planning scheme amendment. This has been repeatedly stated by the Tribunal in numerous decisions, one of which being *Barkly Gardens Pty Ltd v Yarra CC* [2017] VCAT 995:

> [19] .... It is not a seriously entertained planning proposal. It has not been subject to public scrutiny. The Tribunal has consistently given limited weight to the structure plan.

It has been over four years since the SSSP was adopted and has not progressed to a planning scheme amendment. Many developments have been approved and constructed which exceed the heights proposed within it.

The tower is setback 5m from the street wall which is an acceptable distance and (subject to a height reduction), would allow the street wall to remain visually prominent in the streetscape.

Finally, another issue with the proposal, as already outlined is the visual dominance of the southern boundary wall associated with the core. The height, width and lack of articulation result in dominating the Church Street streetscape and is unacceptable. The use of glazing along this boundary is also unacceptable. Had Council been of a mind to support the proposal, this would have been required to be deleted.

Council's external urban designer suggested that the lift core should be internalised to avoid the southern boundary wall, however planning officer's believe there may be other solutions which would also resolve this issue. Again, this is a failing of the proposal which cannot be resolved by way of a condition on permit, but would need the applicant to provide a re-design for further consideration.

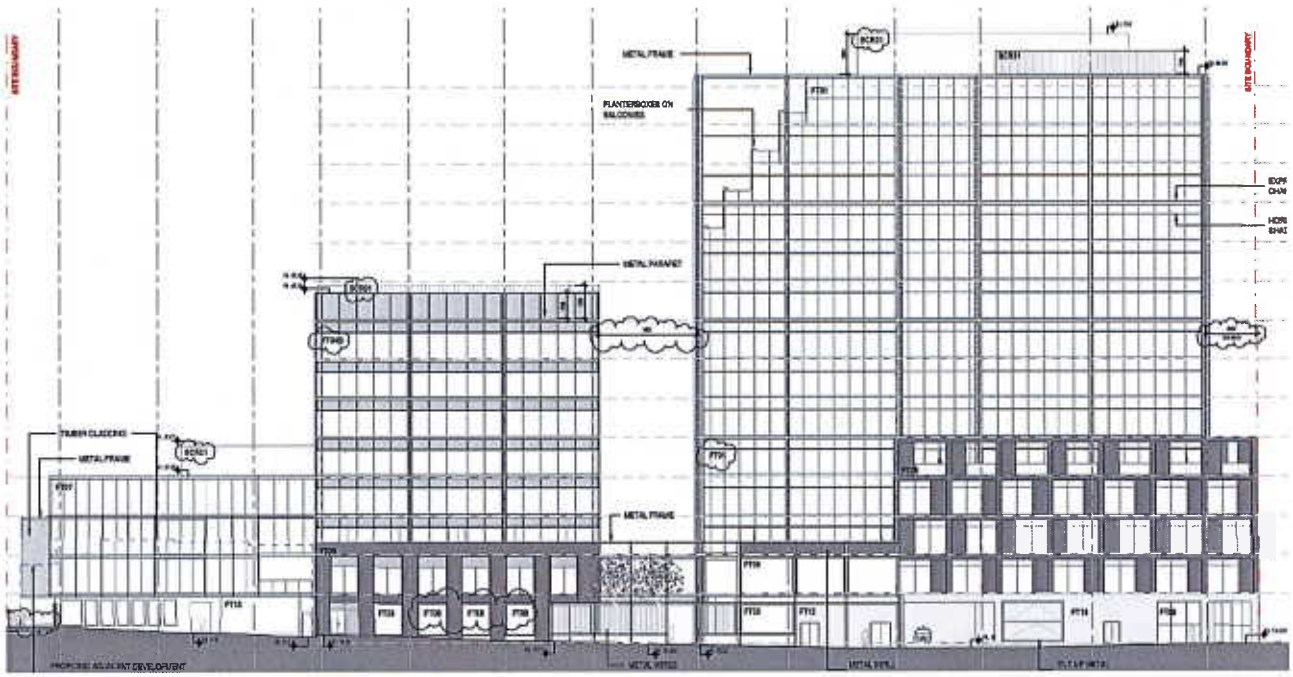
In terms of architectural quality, the tower of Building A will be constructed of metal cladding, concrete and glazing which is quite typical of office developments. Along the western façade the tower is horizontally separated into three groupings of three levels each with increasing visual transparency from the lower levels to the upper levels. These bands are also vertically separated. Along the northern boundary, the horizontal bands of each level are visible, as is the central indentation. This all assists in creating a visually interesting and articulated building, however as already stated, the external framing element, the southern boundary and the overall height result in the dominating impact of the building which is unacceptable.

Due to the height and setbacks of Building A, Building B would have minimal visibility from Church Street and would be seen in the foreground.

Shamrock Street – Buildings A and B

The streetscape of Shamrock Street is such that the southern side is dominated by the commercial built form of the subject site (currently between single and double storeys in height), whilst the northern side consists of south-facing single and double storey bring and weatherboard dwellings with minimal, if any, side setbacks. The majority of dwellings have their private open space areas to their north, whilst two dwellings have theirs located along their side boundary. Nos. 1-11 Shamrock Street are graded as 'contributory' to the Barkley Gardens Heritage Precinct.

Looking at the width of the site as its spans Shamrock Street, Council's external urban design supported a stepping down of the heights from west to east. The elevation below depicts this transition:



Building A

The five storey podium of Building A continues along Shamrock Street, where it steps down to three-storeys in height at approximately the centre-point of No. 1 Shamrock Street and constructed along the northern title boundary (instead of being setback 3.8m at ground floor as per the five storey portion). Above the three-storey street wall, the northern wall of the tower is setback an additional 5m from its northern title boundary for the full height of the proposal in addition to the width of the street. From the fourth floor and above, there is a 6.5m deep and 7.4m wide indentation within the northern tower façade. Above the five-storey street wall, the northern wall of the tower is setback 5.8m from the northern title boundary.

Council planning officers submit that the five-storey element of the podium appropriately turns the corner onto Shamrock Street, however, the three-storey competent should be brought further west, in-line with the western side boundary of No. 1 Shamrock Street. This could be facilitated by way of condition. A three-storey street wall opposite these dwellings is entirely acceptable within the streetscape, and is an existing interface character throughout Richmond and Cremorne.

It should be noted that Council's external urban designer has recommended the entire Shamrock Street elevation of the proposal should be setback a total distance of 9m from the sites along the northern side of the street. This is to provide for sufficient place-making initiatives along Shamrock Street to improve the quality of the pedestrian experience, and to also mitigate off-site amenity impacts to the north. Council planning officers agree with this as a recommendation and would constitute a significant public improvement. This could not be rectified by way of condition as it would result in significant changes to services located along this boundary.

The tower component has an approximate 10m setback opposite Nos. 1 and 5 Shamrock Street for its full height. Whilst numerically this may seem inadequate, the narrowness of Shamrock Street would restrict views to the upper levels above the street wall. Any views to these levels from along Shamrock Street would be from a distance and most likely, not from along Shamrock Street. The dominant element in the street would be the street wall. Building A is closer to the main road and the commercial areas where taller built form is to be expected compared to the portions of the site further to the east.

It should be noted, that if the applicant were to provide an additional setback to the north for the street wall as per Council's external urban designer's advice, this would require an additional setback for the tower component to ensure the prominence of the street wall in the streetscape and to reduce the dominance of the tower from along the Shamrock Street streetscape. This may also result in requiring further setbacks at the upper levels due to the increased visibility within the streetscape. This is another unknown, which requires the applicant to provide further information prior to Council officer's making a decision.

Building B

Building B is located in the eastern portion of the subject site and presents as a three storey street wall, above this, a 5m setback from the north for the remainder of the 34m in height proposed. As already highlighted, a three-storey street wall is acceptable in this context. This street wall height allows for a continuation with the street wall further to the west. In the event that the three storey townhouses are constructed at No. 16 Brighton Street, this will allow for a transition in height from west to east. Above the street wall, the northern wall of Building B is setback 5m which is an acceptable setback. It allows the brick and metal framed street wall to be the dominant element.

As already outlined, Council's external urban designer has recommended the entire Shamrock Street elevation of the proposal should be setback a total distance of 9m from the sites along the northern side of the street. This would necessitate additional setbacks for the levels above also.

Council's external urban designer found the overall height of Building B to be excessive considering that it adjoins lower scale residences, some of which have heritage value. It was recommended that it not exceed five levels in overall height. Council's heritage advisor was also not supportive of overall massing of this building and its impact to the Shamrock and Brighton Street heritage buildings and wider heritage precinct to the east.

Council planning officers agree that the site should transition in scale from west to east, and that this central building should be lower in height to avoid dominating the Shamrock Street streetscape. Importantly, No. 16 Brighton Street currently has a single storey dwelling immediately to the east of Building B. As already outlined, there is also an existing permit for three storey townhouses on that site. Whilst Building B includes a northern 5m setback above its street wall which is a positive design outcome, its eastern side wall is sheer along the boundary and this lack of transition in relation to No. 16 Brighton Street (either existing or approved) in the streetscape is unacceptable and would be excessively dominant. It should be noted that this building includes glass windows along the eastern boundary. Council does not support this due to inequitable development opportunties, as will be discussed in the *Off-site Amenity* section of this report.

In terms of materials, the use of glazing and black metal framing is common within contemporary office developments within Richmond. The proposal also includes red brick as a reference to Richmond's heritage buildings. As with Building A, each level is separated both vertically and horizontally which assists in articulating the overall massing.

Building C

The visibility of Building C from Shamrock Street would be minimal, as it is setback at least 4.5m from its northern boundary and is separated by the dwelling at No. 16 Brighton Street. The level of visibility is an acceptable outcome and would not dominate the streetscape. If the approved townhouses were to be constructed, they would essentially obstruct all views to it from Shamrock Street.

Brighton Street

The Brighton Street streetscape is generally single to triple storey in scale with the majority of dwellings either being attached or with minimal (if any) side setbacks. In terms of heritage, the area

is quite varied, with a number of dwellings with no heritage value. For example, between Nos. 23 to 39 Brighton Street (north-east and south-east of the subject site), only No. 31 Brighton Street is of heritage value. The two dwellings to the south of the site have heritage significance with No. 28 Brighton Street being classified as 'contributory' and No. 30 Brighton Street being 'individually significant'.

Dwellings are constructed using weatherboard, brick and metal cladding.

Building A

Due to the lower scale nature to the buildings to the east of Building A, it would be visible in the foreground when viewed from Brighton Street. Council planning officers have already outlined that they would have recommended a significant height reduction which would further reduce its visibility. Council's heritage advisor raised concerns with the impact of this building on the Brighton Street heritage buildings. The eastern wall of Building A is setback 68m from the western Brighton Street footpath and would not dominate the streetscape.

Building B

As already outlined, Council planning officers agree that this building is excessive in height, as is the eastern sheer wall due to its dominating impact on the Shamrock Street streetscape. The impact would be similar from along Brighton Street and Council planning officers submit this is unacceptable also.

In addition to the eastern wall, from the south, along Brighton Street, the repetitively stepped form of southern façade of this building will be visible. This stepped massing is incongruous with the surrounding area and will visually dominate the Brighton Street streetscape. Whilst a reduction in height would have reduced the visibility of this facade, this is another issue which goes beyond what can be required by way of condition.

Building C

Building C is proposed to be three storeys in height, with a covered fourth floor used as an outdoor play space for the child care centre. The building has an overall height of 15m with plant and the lift core being an additional 4m. It provides setbacks of at least 4.5m from the northern boundary and ranging between 6.3m and 9.62m from the southern boundary. In terms of street setbacks, the ground floor is setback 4.6m, the first floor is setback 1.35m, with the level above being between 1.35m and 4m at its southern extent. The third floor is setback 4m from Brighton Street. It is constructed against the eastern wall of Building B.

The image below is a render of the proposal when viewed from Brighton Street:



This building is located within a General Residential Zone which anticipates much more restrained built form compared to the Commercial 2 Zone. Dwellings and residential buildings are limited to a height of 9m and three storeys as a maximum. The applicant has followed this guidance by providing the lower scale built form in this location.

Council planning officers and external urban design submit that this building is acceptable within this streetscape, subject to additional front setbacks to avoid dominating the streetscape and the adjoining dwellings. This will also assist to reduce the prominence of the new building within the heritage streetscape. It is important to note that in terms of Brighton Street, the subject site is located within an area where there are less intact heritage buildings compared to further south (as already outlined).

The aforementioned proposed side setbacks provide for sufficient building separation and allow for a transition in scale to the lower adjacent forms, particularly on the southern side, where the setbacks increase from the ground to the third floor.

Turning back to the front setbacks, Council's external urban designer recommended that the lower three levels be setback further so that they are similar to that of the buildings to the north and south, and for the upper-most floor to be setback an additional 3m to ensure it is less visually intrusive into the streetscape. This would essentially result in the proposal having a predominant three-storey form, with a recessed fourth floor. Council's heritage advisor recommended increased setbacks of the fourth floor.

Council planning officers support the increased front setbacks to be similar to the dwelling at No. 28 Brighton Street which is 4.75m as per the endorsed plans of planning permit PLN13/0432 for that site. Whilst it is noted that the approved townhouses at No. 16 Brighton Street have street setbacks of between 1m and 1.8m, the recommended setbacks would have still been required. No. 16 Brighton Street is located on a corner which typically allows for lesser setbacks. Additionally, Building C is 15m in height (plant an additional 4m), whilst the approved townhouses are 9m. The additional front setbacks which would have been required for Building C and are appropriate when considering the additional height sought by this building.

Any increase in the front setback would have to retain the central indent as this assists in creating a vertical separation and rhythm to keep the proportions similar to the existing streetscape. Had

Council been of a mind to support the proposal, the above would have been required by way of condition.

In terms of materials and architectural quality, the proposal fits within this existing streetscape character by incorporating a central indent and vertical frames whilst still retaining the horizontal banding at each floor. A number of the dwellings to the east and south have horizontal elements as well as vertical separations. The vertical separation also allows the proposal to have similar proportions of other narrower lots in the street. The subject site is quite wide compared to the width of other sites along Brighton Street and this is integral to fitting in with the existing context.

The proposal incorporates a number of materials already evident in the street such as metal, timber and concrete, both in terms of heritage buildings and the recent constructions.

Public realm, light and shade and pedestrian spaces

This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. Whilst the proposal will have some positive aspects, considering the extent of development proposed, its contribution to the public realm falls short.

Council is supportive of the construction of three modern buildings with large glazed ground floor lobbies, active tenancies and improved outdoor spaces. Through the activation of the ground floor, the building will provide interaction at street level along all street frontages where it is currently limited.

One of the key issues with the proposal is the extent of inactive frontage onto Shamrock Street, and the lack of street setback provided at ground floor. Council's external urban designer was particularly critical of this. It was recommended that the full extent of the site's Shamrock Street frontage be setback to provide for appropriate place making initiatives. The street currently has very narrow footpaths, typical of a side street in Richmond/Cremorne. The development proposes to have its secondary office lobby entry off Shamrock Street yet has not provided a sufficient footpath width to accommodate the foot traffic. The development is attempting to entice office staff and patrons to the ground floor uses via the central courtyard from Shamrock Street but fails to provide for any improvements to the public realm. Again, this is not an issue which can be resolved by way of condition.

Council planning officers are concerned with the height of the front fencing at ground floor facing Brighton Street for Building C as it does not encourage passive surveillance of the street. In terms of the basement entry and its impact on the public realm, Council planning officers submit that this building only has one street frontage, and therefore it is unavoidable. Officers note that the levels above ground have windows facing the street.

Council's Streetscapes and Natural Values Unit recommended conditions regarding tree protection bonds for the three street trees in Church Street, as well as costings for the tree removals and replacements proposed. Had Council been of a mind to support this proposal this would have been required by way of condition.

In terms of light and shade, the proposal shades the western footpath in the morning, however by 11am the shadows are onto the road. Council's external urban designer recommended that there be no shading to the western side from 10am onwards. This would be resolved with a significant height reduction. In terms of the afternoon, the proposal does not shade the eastern footpath of Brighton Street.

Shading the footpath immediately outside the subject site's title boundary is acceptable and a common occurrence. It would be difficult for any building to not shade the adjacent footpath.

Site Coverage

The level of site coverage proposed is above the maximum of 80 percent as directed by clause 22.10-3.6. However as the existing level of site coverage in the surrounding and immediate area is similar, it is acceptable. Commercial buildings in this precinct traditionally have high levels of site coverage with this characteristic being evident throughout Richmond.

Landscape architecture

Landscaping is not a typical feature of commercial developments or in the wider Richmond area. The applicant provided landscape drawings prepared by MALA Studio which included plans and technical notes. The proposal includes plantings within the internal courtyard at ground floor beneath Buildings A and B and also at ground floor surrounding Building C. The upper level terraces also show some plantings.

Council's Open Space Unit reviewed these and requested clarification and further information. Had Council been of a mind to support the application, these would have been required by way of condition or through the provision of additional information prior to a decision being made.

Environmentally Sustainable Design

Redevelopment of the site located in an existing built up area would make efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes which reduce staff and visitors from relying on private vehicles.

Policy at clauses 15.01-2S, 21.07, 22.16 and 22.17 of the Scheme, encourage ecologically sustainable development, with regard to water and energy efficiency, building construction and ongoing management.

Council's ESD Advisor confirmed that the proposal is close to meeting Council's ESD standards as they have made the following commitments:

- *30% improvement above the NCC energy efficiency requirements for energy efficiency (6 points in Green Star Energy section) based on various initiatives.*
- *A WSUD report has been submitted that claims best practice and relies a 40,000 litre rainwater tank proposed to flush toilets and irrigation in Building A and B, building C has a further 20,000 litres for toilet flushing and irrigation. See below for more information request.*
- *Some vertical and horizontal shading elements and high performance double glazing.*
- *Energy efficient HVAC with variable refrigerative volume (VRV).*
- *A 30 kW solar PV array to contribute to onsite electricity demands.*
- *Energy efficient lighting.*
- *Water efficient fixtures and taps.*
- *Water efficient irrigation.*
- *At least 183 bike parking spaces, plus at least 51 visitor spaces.*
- *24 showers and at least 221 lockers to support cyclists riding to work.*

Council's ESD Advisor identified deficiencies, outstanding information and improvement opportunities which considering the scale of the proposal, would have been required had Council been of a mind to support the proposal. They are as follows:

- *No access to natural ventilation to most spaces. Improved mechanical ventilation standards with little detail provided. Ensure that fresh air supply is in excess of AS1668 air flow rates by at least 50%.*
- *No specific daylight assessment has been provided, although reasonable daylight to most areas. Provide more information on the expected daylight performance of the buildings. Ensure that at 30% of floor area can reach a minimum 2% df standard, and provide a suitable VLT for each area to assist achieve this standard.*

- *Recommend that the architect consider increased external shading systems to reduce heat gain, rather than rely on glazing. If not, please include the SGHC proposed including the minimum VLT noted in the SMP, and demonstrate that the 30% energy reduction can be met.*
- *Please provide a completed JV3 energy modelling report, or equivalent, prior to occupation demonstrating the 6 points or 30% improvement in NCC requirements.*
- *No MUSIC model outputs have been submitted. Please include all MUSIC model inputs and outputs including catchment area, storage locations and volume and location and number of toilet connections to ensure that best practice in WSUD can be met.*
- *Please mark approximate size and location of solar PV array on roof and elevations.*
- *Please provide details of proposed type and efficiency of hot water system. Recommend gas boosted solar hot water or gas storage hot water with a minimum 85% efficiency / 5 Star equivalent.*
- *Ensure that the WMP has sufficient spaces allocated to recycling and all waste streams. Ensure that recycling is just as convenient at general garbage.*
- *Recommend a COP for HVAC (VRV) within one Star or 85% of best available of suitably designed size and capacity.*
- *Recommend providing a composting system.*
- *Recommend providing electric vehicle charging facilities.*
- *Recommend providing more communal spaces for staff and building users.*

The proposal, subject to additional conditions, would have achieved a good level of environmentally sustainable design and greater internal amenity for future occupants had Council been of a mind to support it.

Off-site amenity

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

Design objectives at *clause 22.10-3.8* aim to limit the impact of new development on the amenity of surrounding land, particularly residential land, by ensuring that development does not prejudice the rights of adjoining land users. These objectives are largely designed to reduce off-site amenity impacts to land where they interface between land uses. This can include limiting off-site amenity impacts on residential land as well as ensuring that new non-residential use and development within Commercial and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties. Therefore this application must consider both the off-site amenity impacts for residential land as well as any potential impacts to existing commercial/industrial uses.

Having regard to amenity impacts on nearby existing residences, policy within clause 22.05 acknowledges that in order to maintain the viability of industrial and business areas, residences which abut business areas should not have unrealistic expectations of the level of amenity which can be achieved. The appropriateness of amenity impacts including setbacks, walls on boundaries, shadowing and overlooking need to be considered within their strategic context, with the site being partly located within a Commercial 2 Use Zone. In addition, the local character shows a high level of site coverage and boundary-to-boundary development within the surrounding area.

Within a recent VCAT decision at No. 60-88 Cremorne Street, Cremorne (*Arthur Land Pty Ltd v Yarra CC* [2018] VCAT 946) the following relevant comments were made regarding amenity expectations of residents abutting a Commercial 2 Zone and the application of policy (including Clause 55):

> [34] Second are reasonable amenity expectations. Clause 55 is used in expert evidence and submissions to assess the amenity impacts of the proposal. Some residents urge an outcome that is no worse than Rescode and say that clause 55 should be *"enforced"*. But clause 55 does not apply and the

scheme does not set it as the 'test' for acceptability in this case. Moreover, even if it did apply, the numerical standards can be departed from if the relevant objective is met.

[35] Residents who appeared at the hearing are aware that amenity expectations at the interface between the NRZ and C2Z are not the same as if their properties abutted land in a NRZ or General Residential Zone. This interface situation does not have prescribed or numerical outcomes or benchmarks to be met. A judgment is required. Our assessment takes account of impacts that can be quantified but not all changes can be measured numerically. Further, amenity impacts must be considered holistically; inter-relationships are relevant. For example, boundary planting may provide visual screening and assist to limit overlooking but may add to overshadowing. As the outcomes cannot all be fully quantified, there can be legitimate differences in opinion as to the acceptability of the outcomes and whether impacts are reasonable or not.

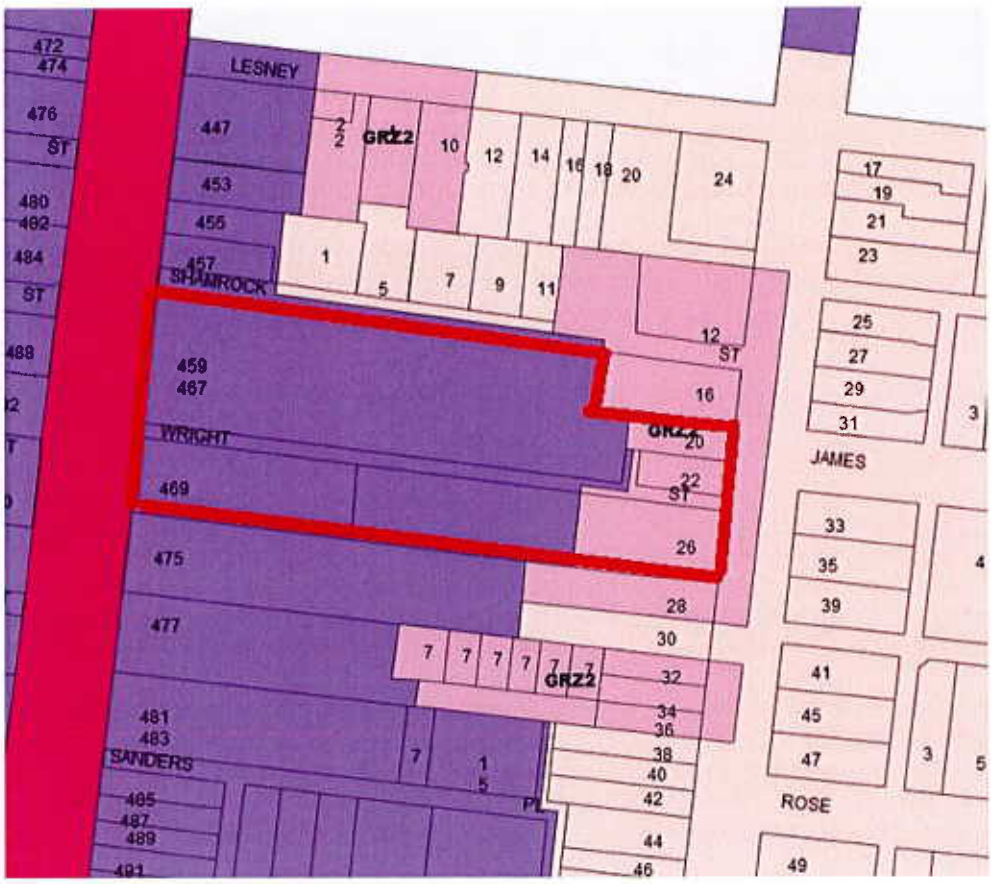
[36] These assessments are informed by the land use ambitions for the area and the fact that the subject land is currently an open car park. Land in the C2Z is expected to contribute to employment outcomes comprising a substantial development, of a commercial nature, on a very large site.

[37] As indicated earlier, interface situations such as this are difficult. Different outcomes are sought for the residential/heritage areas and the commercial precinct. Similarities are seen where cottages are located behind strip shopping centres and where increased scale occurs at the edge of an activity centre. Transitional responses are required but these situations inevitably see some change in residential amenity because of the scale and bulk of new forms that are typically directed to activity centres and commercial precincts. Visual bulk cannot be expected to be minimised in the same way as a residential-to-residential interface. We agree with the applicant and Council officer's report that the land's size and strategic context underpin a relevant principle evident in the scheme; that the use and development of land in the C2Z should not be unduly fettered by the presence of adjacent dwellings while ensuring that a reasonable amenity outcome is retained for those residential properties. The proposed development is not required to be low-rise because of the interface condition where the residential land will not experience significant change.

For the part of the subject site located at No. 20-26 Brighton Street, any off-site amenity impacts will be considered within the context of its zoning which is General Residential Zone (Schedule 2).

The subject site is adjacent to dwellings to its north, east and south with the majority of these being separated by the width of a street, with the exception of Nos. 16 and No. 28 Brighton Street which directly abut the site. The site also abuts commercial properties to its south at No. 475 Church Street.

For ease of reference a site map of the surrounding area including street names and numbers is included below:



Overlooking

Typically even the more stringent Clause 55 (Rescode) requirements only consider potential views within 9m. Within commercially zoned land for non-residential development, it is encouraged within policy that they are designed to minimise the potential for unreasonable overlooking. With regards to commercial uses within the General Residential Land, the decision guidelines do not specifically discuss overlooking.

The width of Shamrock Street is 5m, and the width of Brighton Street is 15m. This distance provides a visual buffer from potential overlooking opportunities for any dwellings to the east. In terms of overlooking, the dwellings which will be assessed are Nos. 1-11 Shamrock Street and Nos. 12, 16, 26 and 28 Brighton Street. All other dwellings are well outside of 9m in distance.

Shamrock Street

The subject site faces the front of each of these dwellings with the majority of dwellings having their private open spaces to their rear. A number of them also have car parking spaces within their front setback. The image below shows these properties and their street number has also been included:



Existing levels of overlooking must also be considered. For example front yards are not considered secluded private open space as any passer-by could also currently overlook a front yard with a permeable fence. It is a similar situation with front windows.

The image below clearly shows that the majority of dwellings have their private open space along their northern boundary or at a distance greater than 9m from the subject site. As shown above, this is with the exception of No. 9 Shamrock Street which has a secluded area along tits side boundary, behind a solid roller door and within 9m of the subject site. It should be noted that whilst No. 1 Shamrock Street has its private open space to the side, it is behind a visually permeable fence and only obscured by landscaping. This is not considered secluded.

There is no overlooking potential at ground floor as there is at least a visual barrier of 1.8m (roller door) with this meeting Rescode requirements. Only Building 2 is located opposite No. 9 Shamrock Street with the ground, first and second floor terraces being within 9m. The applicant has not provided any details regarding any overlooking to this area from these floors. Had Council issued a planning permit, this would have been requested by way of condition.

Brighton Street

Nos. 12, 16, 28 and 30 Brighton Street are all within 9m of the subject site.

No. 12 Brighton Street

With regards to No. 12 Brighton Street, as with the Shamrock Street dwellings, its secluded private open space is more than 9m in distance from any portion of the subject site. Only front windows, car parking areas and front yards are within this distance, therefore, there is no unreasonable overlooking.

No. 16 Brighton Street

No. 16 Brighton Street has a current planning permit for four townhouses, however works have not yet commenced. Council's planning officers will considered both existing and proposed conditions for this site. A building permit has not been issued, however a building surveyor has been appointed. Existing conditions include a rear private open space area. In terms of existing conditions, Building B abuts this site, and it is unclear how overlooking has been addressed, particularly as above the second floor, Building B is proposed to be glazed along its eastern boundary. Had Council issued a planning permit, a condition would have required to show that there is not any unreasonable overlooking into this private open space.

In terms of approved townhouses, overlooking from Building B would be minimal as there are not any habitable room windows facing it within 9m, and the balconies of the townhouses are all north-facing (ie facing Shamrock Street). The only potential overlooking would be to ground floor service

yards, however the closest is setback 6.4m to the east and any views would be blocked by built form. Council planning officers do not consider this to be unreasonable.

Turning to the southern boundary of No. 16 Brighton Street, Building C is setback between 4.5m and 5.8m (from the first floor and above) from this shared boundary. At ground floor, Building C is setback between 6.3m and 6.6m with a fence separating these areas. Whilst no details have been provided for the proposed fence, the endorsed plans associated with the approved townhouses shows a 1.8m high paling fence which would prevent overlooking. From the first floor and above, the south-facing windows/balconies are all either located 1.7m, above the finished floor level or have screening.

The applicant has not provided sufficient detailing regarding the ground floor boundary fence associated with this application, and this would have been required by way of condition.

No. 28 Brighton Street

The proposal includes a solid wall for the entire length of its abuttal with this site. No. 28 Brighton Street has a rear private open space area, as well as rear north-facing windows associated with a living room, however there is a wide canopy (approximately 1m) over these windows.

In terms of the land used for Building C, the proposal includes a 3.5m high solid fence along their shared boundary at ground floor, with the southern terrace setback at least 6.34m from the southern boundary and the second floor (with roof terrace above) setback at least between 8.54m and 9.6m from the boundary. In terms of distances, only the first floor would have a potential area from which overlooking could occur. The southern elevation shows screening provided at first floor.

Council's planning officer's own assessment confirmed that the 3.5m high fence will obstruct views from the first floor within a 9m distance.

No. 30 Brighton Street

This site is located 8.5m from the subject site. Give the majority of the development is setback from its south-eastern corner from the first floor and above, the majority of Buildings A and B would be well outside of 9m. The ground floor of Buildings A and B is solid. Building C is well above 9m in distance from this site and has a solid wall along its southern boundary to prevent overlooking from the southern outdoor play space. Therefore there is no overlooking potential.

Overshadowing

Standard B21 of Clause 55 seeks to ensure buildings do not significantly overshadow existing secluded private open space between 9am and 3pm on 22 September. It is important to note that Clause 55 is no strictly applicable in this instance due to the proposed uses and zoning of the land however, it is used as a reference.

Due to the orientation of the subject site, only those dwellings to the east and south are affected by overshadowing. The location of existing built form including high on-boundary walls and paling fences and high site coverage already results in some overshadowing to the private open spaces to the south and east. This is shown in the existing shadow diagrams provided by the applicant. The applicant has attempted to reduce overshadowing impacts of Building B by incorporating additional setbacks at each level, resulting in a terracing affect at the rear.

No. 16 Brighton Street

This site is affected by Building B from 1pm onwards.

As shown in the shadow diagrams provided by the applicant, if the approved townhouses were to be constructed, the ground floor service yards at No. 16 Brighton Street would be shadowed by

their own built form from 1pm onwards. As previously outlined, the approved townhouses all have north-facing balconies facing Shamrock Street.

In terms of existing conditions, No. 16 Brighton Street has a single storey shed along its western wall which would shade its private open space from 1pm onwards. The shadow diagrams provided show that at 1pm, shadows would fall over the shed, however at 2pm and 3pm, any shadows would also fall over a small portion of the private open space, however these would fall within those created by the existing shed.

No. 28 and 30 Brighton Street

No. 30 Brighton Street is unaffected until 2pm.

As previously outlined, No. 28 Brighton Street includes either a solid wall or fence along its entire shared boundary with the subject site. The endorsed plans associated with planning permit PLN13/0432 for the site, show that the wall is between 2.9m and 2.4m in height.

Existing conditions are that a high on-boundary wall associated with a warehouse on the subject site is constructed along a portion of the northern boundary. The wall is between 2.4m and 3m in height also.

These existing conditions result in overshadowing of the northern portion of the private open space. Additionally, in the morning, the constructed extension (associated with PLN13/0432 for No. 28 Brighton Street) shades the private open space as shown in the shadow diagrams provided with that application. At 9am, existing conditions are that approximately 66 percent of the rear private open space is shaded. It should be noted that Council planning officers do not believe the applicant's shadow diagrams for this application are correct in this instance, as they appear to show less shadows compared to the shadows within the application for PLN13/0432.

Following on from this, the applicant's shadow diagrams show that there is a slight increase in shadows from 9am. However, between 9am and 2pm, the additional shadows are minor, with the majority being a sliver. Council's planning officer does not consider this to be unreasonable, as at each time, there is a reasonable area (between one third and half) free of any shadow, similar to existing conditions.

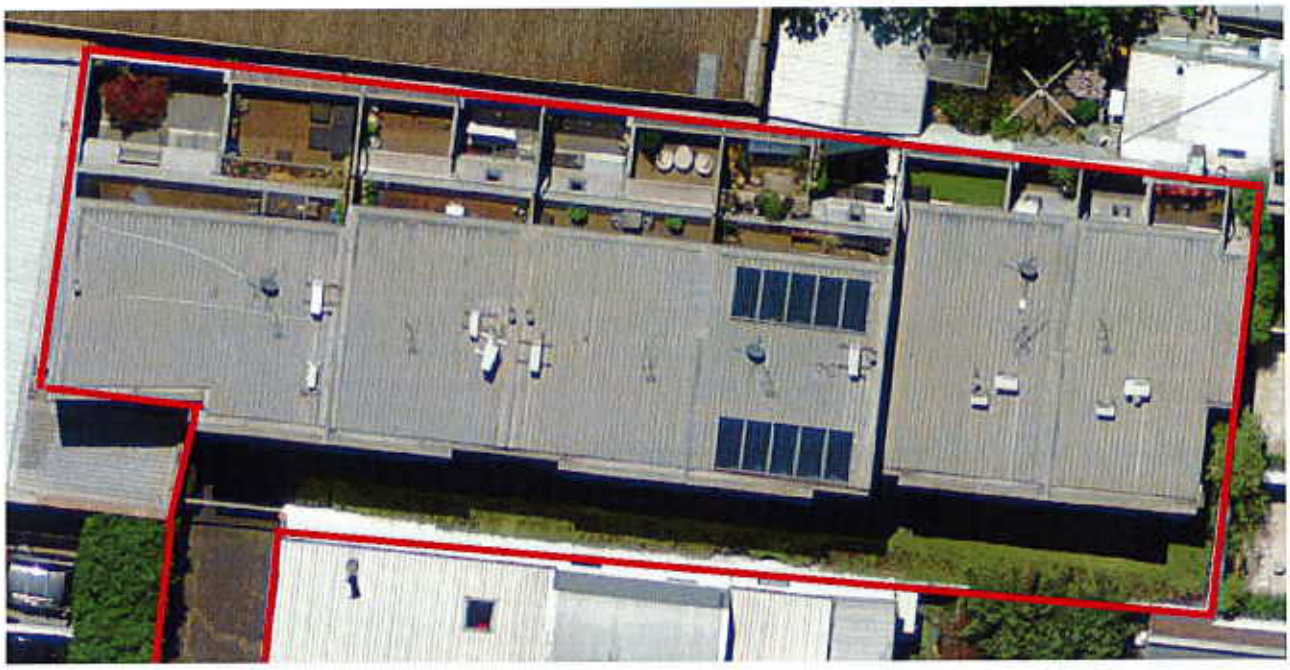
At 2pm, portions of the external framing element of Building A begins to cast shadows over the private open spaces of both Nos. 28 and 30 Brighton Street. However, as previously noted, had Council been of a mind to support the proposal, a lower height would have been required and these shadows would have been eliminated. Council planning officers do not consider these shadows to be unreasonable as they are only from a framing element.

The rear private open space areas of both dwellings are completely in shadow at 3pm, however, prior to 3pm, most of the shadowing is minor (with none before 2pm for No. 30 Brighton Street). With regards to No. 30 Brighton Street, this private open space area is already shaded in the afternoon by its own shed located at the rear of the site and the existing built form of the commercial property at No. 475 Church Street Richmond (also within the Commercial 2 Zone).

Considering the limited extent of time of this significant overshadowing and keeping in mind that this dwelling abuts Commercial 2 Zoned land, expectations of amenity must be tempered. This is considered to be an acceptable outcome.

No. 7 Sanders Place

These dwellings are a row of six, double and triple storey townhouses approved under Planning Permit PL01/0765 on 11 September 2001. The image below depicts the townhouses from an aerial view, with the access point leading south-ward to Sanders Pace



They each have a ground floor north-facing courtyard as well as a south-facing courtyard which appears to be used for vehicle access. They each have a first floor, north-facing balcony constructed along the boundary however it is only for the two eastern-most, double storey townhouses that this balcony is accessed directly from the living room. The remainder have a second floor north-facing balcony which is accessed from their living rooms. These second floor balconies are partly covered above and are setback from the boundary approximately 4m.

These dwellings do not directly abut the subject site. The three, western townhouses are constructed along the shared boundary with No. 475 Church Street which is also located within the Commercial 2 Zone. Any residents living in these townhouses, in this circumstance, should have an expectation that due to the Commercial 2 zoning of No. 475 Church Street, it is likely to be developed more intensely in the future then the current single storey warehouse.

In terms of the ground floor areas, considering the height of the on-boundary wall along their northern boundary, these would already be significantly in shadow during the day. Additionally, none of these courtyards are directly accessed from the living area.

Following on from this, the proposal does not impact these townhouses until 1pm, when the two western-most, first and second floor terraces are completely in shadow. This increases to approximately the western half by 2pm, and by 3pm, all townhouse terraces are in shadow. The shadowing is primarily from Building A. Council planning officers agree that Building A is excessive in height and requires a substantial reduction in height. If this were to occur, the shadowing would also be reduced. However, Council planning officer note that it would be an unrealistic expectation for any residents in this location to not experience any additional overshadowing. The western-most townhouses directly abut a Commercial 2 Zone and all have their private open spaces abutting their northern boundary, with minimal, if any, setbacks provided. The issue of expecting change on adjoining lots was addressed within the Tribunal decision, *37 KR Developments Pty Ltd v Moonee Valley CC* [2010] VCAT 1063, where it was stated that:

> [9] Local communities often do not acknowledge or recognise that significant change has been a constant feature of our urban areas, and that further substantial change will continue into the future

Considering the limited extent of time of additional overshadowing for the majority of these townhouses (four out of the six are impacted for one hour), their site context of abuttal with a Commercial 2 Zone and being one site removed from the proposal, the level of overshadowing is not considered unreasonable.

Council planning officers have already outlined that the overall height of Building A is excessive, and should be reduced. However this would be on a built form basis, rather than overshadowing. The reduction in height of Building A may or may not result in a reduction in overshadowing to these townhouses.

Daylight to Windows

In terms of daylight to existing habitable room windows, the most immediately affected properties are Nos. 16 and 28 Brighton Street. All other sites are either separated from the subject site by the width of a street, or by another site.

In the case of the Shamrock Street dwellings (including No. 12 Brighton Street), not only are they separated from the subject site by the width of Shamrock Street, but they are also south-facing windows generally covered by an overhanging verandah which limits daylight access. Where the proposal interfaces with these dwellings, it includes setbacks from the third floor and above. Additionally, No. 5 Shamrock Street has the internal courtyard and void area opposite.

No. 16 Brighton Street

In terms of existing conditions, it is unclear if the dwelling has any west-facing windows, however one can assume there were would windows facing its private open space. As previously noted, the development proposes a sheer wall along the shared boundary up to a maximum height of 34m. Council planning officers submit this is excessive and would impact daylight access to any west-facing windows.

Looking at proposed conditions for the approved development, this would be less of an issue, as the townhouses are constructed along the shared boundary and have either north or south-facing windows.

With regards to Building C, it is proposed to be constructed opposite ground and first floor bedroom windows, and second floor living room windows. All of these windows are south-facing. South-facing windows receive ambient daylight, rather than direct. All of the windows are either highlight or have a screen up to 1.7m above the finished floor level which further restricts daylight access. Building C has a minimum setback of 4.5m from the shared boundary which will allow the approved townhouses to receive sufficient daylight access.

No. 28 Brighton Street

This dwelling has north-facing living room windows which face Building C. As per the endorsed plans associated with the completed extension, these windows are covered by a canopy above and face a 2.9m high wall. This would already impact the northern direct sunlight received. Nevertheless, Building C is setback 6.8m and 9.6m from the shared boundary, which would provide a reasonable buffer to allow for daylight access. Additionally this rear living area also has west-facing windows.

Visual bulk

Traditionally buildings with commercial and industrial uses tend not to include side and rear setbacks and this is evident in both the remnant and modern commercial and industrial buildings in the area. Minimal side and rear setbacks would be an expected feature of a commercial and industrial area.

As already outlined, Council's adopted policy the SSSP states that a 10m high wall along a residential interface would be an adequate transition, with any setbacks above being at a ratio of 1:1. The proposal does not include boundary walls of such height along any of its residential interfaces.

Buildings A and B

In terms of the Shamrock Street dwellings (inclusive of No. 12 Brighton Street) visual bulk impacts from secluded private open spaces and habitable room windows would be minimal as the majority of private open spaces are to their north. Any views to the Buildings A and B would be over their dwellings with each of these also having their northern outlook as an alternative. Additionally, front windows are generally covered by a verandah above.

Council planning officers believe that the most immediately impacted dwellings are No. 16 and 28 Brighton Street. As with the *Daylight to Windows* assessment, the visual bulk impact created as per the existing conditions at No. 16 Brighton Street are unacceptable due to the height of the sheer wall of Building B. However, if the approved development were to occur, this impact would be lessened as the townhouses are built along the shared boundary.

The applicant has attempted to address the amenity impacts to the south of Building B by incorporating additional setbacks at each level, resulting in a terracing affect at the rear with setbacks of between 3.8m at the first floor (9m) and up to 22m for the eighth floor (34m in height). It should be noted that Building B is quite close to meeting Standard B17 (Side and Rear Setbacks) of Clause 55 (Rescode). For example, B17 requires a 9m high wall to be setback 4.09m and a 34m high wall to be setback 29m. Council submits that meeting Standard B17 is obviously not warranted considering the zoning of the subject site which does not require developments to comply with the more stringent policy associated with residentially zoned land. The attempt to reduce visual bulk is clearly seen in Section DD:



The height of northern boundary wall/fence at No. 28 Brighton Street would also assist in ameliorating visual bulk impacts. Any views to Building A would also be from a substantial distance and over other built form. Council's planning officers submit that the proposal has adequately reduced visual bulk amenity impacts experienced from this private open space.

In terms of dwellings further to the east, north or south, views would only possible from a greater distance, and over built form, further reducing any potential visual bulk impacts.

Council submits that the side and rear setbacks proposed are substantial, consistent with the purpose of the zone and resultant off-site amenity outcomes are deemed acceptable. Additionally, those which reside in residential zoned land which interfaces with a commercial/industrial area must have an expectation that there will be greater built form in these areas compared to if it faced residential land.

Building C

Building C has provided substantial side setbacks from the northern and southern boundaries where it interfaces with Nos. 16 and 28 Brighton Street. Any dwellings further to the north or south east are separated by the width of a street or another site which is more than sufficient to ameliorate any unreasonable visual bulk impacts.

Building C has setbacks of between 4.5m and 5.76m from the northern boundary for wall heights of up to 15m, whilst setbacks from the south at reach up to between 9.85m and 10.3m for a 15m high wall.

In terms of visual bulk impacts to No. 16 Brighton Street, under existing conditions, there is an alternative outlook to the north from the secluded private open space. Additionally, the greater setback is located adjoining the existing private open space. Council planning officers believe this to be acceptable. With regards to the approved townhouses, as with the *Daylight to Windows* assessment, all of the windows facing the proposal are either highlight or have a screen up to 1.7m which obstructs views to Building C.

Turning to the impacts on No. 28 Brighton Street, quite substantial setbacks have been provided which are close to meeting Standard B17 (Side and Rear Setbacks) of Clause 55 (Rescode). Council submits that meeting B17 is obviously not warranted in this instance as non-residential uses within residential zones are not required to comply with rescode. As already discussed, No. 28 Brighton Street has walls and fences along its northern boundary which would also restrict views to Building C.

Solar energy facility impacts

No.4/7 Sanders Place has solar photovoltaic panels on its roof and No. 28 Brighton Street has a solar hot water facility on its roof. As the shadow impacts show, at the September Equinox, these would only be impacted at 3pm by Building A (in the Commercial 2 Zone) which is acceptable. Whilst the impact would increase in winter, this would decrease in summer when the sun is the strongest.

It should be noted, that the impact on existing solar energy facilities is only a consideration for residentially zoned land. These shadows are associated with a building in a commercial zone.

Noise and light spill

Policy at Clause 22.05 of the Scheme seeks to ensure new commercial development is adequately managed having regard to its proximity to residential uses.

Buildings A and B

The proposal is unlikely to result in unacceptable noise emissions to the nearby residential properties given the majority of the building would be used for offices. Due to the nature of the office use there will be minimal noise generated by pedestrian activity, with this activity largely limited to Church and Shamrock Streets and not considered to be detrimental to the amenity of the adjacent properties to the north or east. Whilst the Shamrock Street entrance is opposite dwellings, the Church Street entrance will be the primary entry point as it is closest to the main road.

The two restricted retail premises located along the northern boundary would be most likely to use Shamrock Street. As already noted, both Council's external urban designer and planning officer agree that the application should include additional setbacks at the lower levels. If these were to be provided this would provide an additional separation between the dwellings on the northern side of Shamrock Street and the development.

The use also ensures that deliveries to the site will be kept to a minimum (and within the loading bay area close to Church Street). The majority of the office space is enclosed and the use conducted indoors (with the exception of the outdoor terraces).

The applicant provided an acoustic report which was peer reviewed by Council's acoustic consultant, SLR Consultants. The report confirmed that plant noise will meet the relevant EPA regulation (SEPP N-1). However an assessment was not provided, which Council's acoustic consultant confirmed was acceptable at this stage. Had Council been of a mind to support the proposal, it would have required this to be confirmed by way of a post-construction report.

Light spill will also be limited due to the uses primarily operating during the day. Again, this is another area where residents must temper their expectations when they face a zone where these types of uses are encouraged.

Building C

The proposed hours of between 7am and 7pm for the childcare centre will eliminate any light spill onto nearby residential properties as it is generally daylight around these hours.

With regards to noise, the applicant's acoustic report had assed noise from children's voice to residential receivers by using a target of 'background + 10 dB'. Council's acoustic engineer agreed that the target is appropriate for daytime operations. Whilst this was found acceptable, there are a number of issues which need to be addressed or clarified. These include:

- *The sound power level used for children's voices in each of the outdoor play areas should be provided, or sufficient information included in the report for us to calculate them. It is unclear from the information provided whether the same sound power level has been used for each play area, or whether they have been scaled for size. A 3-D image of the noise model used in calculations would assist in creating an understanding of the modelling approach.*

- *Explicit assessments are not provided in the report for:*

    - *28 Brighton Street to the south, (i.e. the high level north facing windows, and the outdoor private open space) and*

    - *Upper levels of the development proposed for 16 Brighton Street, to the north*

      These receiver locations should be included in the assessment.

Had Council been of a mind to support the proposal, these would have been required by way of an amended acoustic report, prior to a decision being made.

Council's acoustic engineer also recommended that noise from vehicles dropping off children at the centre should be considered, however if there was a provision for drop offs to occur via the basement carpark, it was not considered necessary. As previously stated, some of the car spaces are proposed to be allocated to parents for drop offs, and therefore this will not be required by way of condition.

Wind

The applicant's wind consultant (MEL Consultants) carried out a 1:400 scaled model wind tunnel test for the proposal. It was confirmed by Council's wind consultant (Vipac) that the report clearly addressed the wind speed measurement results street by street around the development and various terraces. The applicant's wind consultant adequately assessed the wind conditions on the podium roof and roof top terraces and found that these locations met the 'walking criterion' as a minimum. Many areas would also meet the more stringent 'standing' criterion. Council's wind consultant agree with the use of walking criterion as a minimum to assess the podium roof and rooftop terraces.

The applicant's wind consultant also assessed the wind conditions in the building entrance areas and found that these locations met the 'standing' criterion as a minimum.

Council's wind consultant confirmed that the MEL Consultants used the proper model, experimental and analysis methodology to assess the wind effects on the pedestrian level spaces around the proposed development, as well as various building terraces in detail. The locations of high wind conditions have been identified and were rectified with wind control strategies (such as wind break screens and a canopy in the north-western corner of the site). Council's wind consultant confirmed that the conclusions are substantially valid.

Views to landmarks

Clause 22.03 (Landmarks Policy) seeks to protect views of Yarra's valued landmarks, with the spire of St Ignatius Cathedral, Church Street, Richmond and the Nylex Sign being two of them. However, within the policy it is unclear which views should be protected. This was explored by Member Naylor within the 2013 Tribunal decision, *Rescom QOD Lennox Street Pty Ltd v Yarra CC* [2013] VCAT 1799:

> [53] I agree with the findings of the Tribunal in Crema Group that the policy is not intended to preserve and protect every possible view from public spaces. The Tribunal found in Cremorne Corporation that key or important views need to be carefully dealt with, not every incidental view; and in Richmond Icon that not all views are of equal worth.
>
> [54] In [Mr Lovell's] opinion, what needs to be protected are "the historical principal heroic views.....

As previously outlined, within Clause 22.03-4, the spire of St Ignatius Cathedral, Church Street, Richmond and the Nylex Sign are identified as a landmarks. As outlined within the previous Tribunal decision, not all views should be protected, but rather it should be principle views.

These are located 600m and 715m (respectively) in distance from the subject site. This is quite a significant distance which ensures that the key views to these landmarks are not impacted. Streets such as James, Shamrock and Brighton Street would not be considered key views for either of these landmarks.

A number of objectors raised this as an issue, however views from private property to landmarks are not protected within the Yarra Planning Scheme.

Equitable development

The setbacks from the southern boundary of Buildings A and B ensures the commercially zoned sites to the south are not impeded in terms of development potential.

With regards to the commercial properties to the north, they have the width of Shamrock Street as a buffer.

In terms of the residentially zoned land, with the exception of No. 16 Brighton Street these sites have sufficient setbacks from the development to ensure any development potential is not limited. It should be noted that those sites are currently within a more restrictive zone which has a height restriction of two and three storeys.

Finally, in terms of No. 16 Brighton Street, the proposal includes glazing along the eastern boundary wall of Building B. This is unacceptable as it impedes its development potential in the event that a different proposal were to be approved. Had Council been of a mind to support the proposal, this would have been rectified.

Traffic, access, bicycle parking and car parking reductions

The provision of 240 car spaces results in a numerical shortfall of 519 car spaces. Based on the allocation of car parking, there is a shortfall of 520 car spaces for the office, restricted retail and food and drink premises uses. There is also a surplus of 1 car space for the childcare centre.

The development provides for 217 spaces for Buildings A and B, 15 of which are to be shared between the restricted retail and the food and drinks, with the remaining 202 spaces being for the office use. Had Council been of a mind to support the proposal, a condition would have require the allocation of car spaces for each use to be shown on the basement floor plans.

The Red Dot VCAT decision (*Ronge v Moreland CC [2017]* VCAT 550) made numerous statements with regards to car parking reductions. The Member clearly advocated for a reduction in the statutory car parking provision in inner-city sites such as this. Whilst this decision pertains to a site in Brunswick, the context is similar, being located within proximity to train stations and tram routes. In this instance, the subject site is closer to public transport opportunities and the Melbourne CBD than the review site.

Throughout the decision there are numerous relevant statements in support of the reduction and also regarding the limited importance that should be placed on car parking demand assessments.

Relevant statements within the summary of this decision are applicable to this application, as follows;

- *State and local planning policies are already acknowledging the change that is required in the way in which people travel with Plan Melbourne 2017-2050 and State policies referring to 20-minute neighbourhoods and greater reliance on walking and cycling.*

- *Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.*

- *A car parking demand assessment is called for by Clause 52.06-6 when there is an intention to provide less car parking than that required by Clause 52.06-5.*

- *However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.*

- *Policy tells us the future must be different.*

- *Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling.*

- *One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements on the road network.*

The *Ronge v Moreland* decision also confirms that in inner city areas where there is access to alternative forms of transport, we need to drastically change how we are currently moving around Melbourne. Providing less car parking spaces encourages people to cycle, walk or use public transport.

Parking Availability

The applicant's traffic engineers, Impact Traffic Engineering conducted site inspections at hourly internals between 7.30am and 5.30pm on Tuesday 6 March 2018. The site inspection included Church, Albert, Lesney, Brighton and James Streets. Council's Senior Traffic Engineer confirmed the times and extent of the survey are considered appropriate.

An on-street parking inventory of 118 publicly available spaces was identified consisting of a mixture of 1 to 2 hour and a very limited number of long term parking. The results of the survey indicate that on-street parking occupancy is high and that it had peaked at 11.30am, 12.30pm and at 4.30pm, which no fewer than 21 vacant spaces available.

Council's Senior Traffic Engineer confirmed that the availability of short to medium-stay parking would provide regular turnover throughout the day and allow visitors to park near the site. Council's Senior Traffic Engineer confirmed that the limited opportunity to park on-street would encourage customers, clients and employees to travel by alternative forms of transport.

As already outlined within *Ronge V Moreland* a discussion around the existing pattern of car parking is of "marginal value" as policy is aiming to shift to more sustainable forms of transport. Continuing to provide car parking spaces at a rate commensurate with historic demands will not assist in achieving the aim of State and Local Policy to reduce reliance on private motor vehicle use.

Parking Demand

Office

Council's Senior Traffic Engineer confirmed parking associated with such developments is generally long-stay parking for employees and short-stay parking (approximately up to two hours' duration) for customers and clients. Council's Senior Traffic Engineer confirmed that the actual parking demand generated by the office is expected to be lower than the statutory parking rate of 3.5 spaces per 100 square metres of floor space, since the area has very good access to public transport services.

The proposal would be providing on-site office parking at a rate of 0.86 spaces per 100sqm, which is comparable to other recently approved office developments which are shown in the table below:

Development Site	***Approved Office Parking Rate***
Cremorne	
60-88 Cremorne Street *PLN17/0626 issued 21 June 2018*	*0.85 spaces per 100 m^2* *(233 on-site spaces; 27,306 m^2)*
506 & 508-510 Church Street *PLN17/0278 issued 11 January 2018*	*1.09 spaces per 100 m^2* *(226 on-site spaces; 20,744 m^2)*
Collingwood	
2-16 Northumberland Street *PLN16/1150 issued 14 June 2017*	*0.89 spaces per 100 m^2* *(135 -site spaces; 15,300 m^2)*

It should be noted that Council's Senior Traffic Engineer stated that the rate was 0.87 spaces per 100sqm, however this is due to their calculation relying on an office parking rate of 204, whereas the applicant's traffic report states that it is 202.

Within a recent Tribunal decision regarding the car parking reduction associated with an office development, *KM Tram Enterprise Pty Ltd v Boroondara CC* [2018] VCAT 1237, the Member agreed that office developments "are prime candidates" for modal shifts to reduce reliance on private motor vehicles, with the following relevant comments:

[29] In this context of a change from the 'business as usual' approach, I agree with Ms Dunstan that office workers are prime candidates for a mode change given their commuting patterns of travel to and from work during peak times. This is the time when public transport services run at highest frequencies and when Melbourne's roads are most congested. The combination of 'carrot' and 'stick' makes it viable

for many office workers commuting to a site such as this to change from private vehicle to public transport.

[30] I am not persuaded that the council's option of reducing the amount of office space so that it better aligns with on-site parking supply is consistent with planning policy. *Plan Melbourne* which promotes '20 minute neighbourhoods' where most of a person's everyday needs can be met locally within a 20 minute journey from home by walking, cycling or local public transport. The everyday needs referred to include local employment opportunities along with shopping, education and community facilities.

[31] Local employment opportunities in this context are not limited to retail or community services. There is a benefit in encouraging office uses in the '20 minute neighbourhood mix', as it provides opportunities for business owners and their staff to work locally. I find this line of argument is far more persuasive than the council's position of limiting the amount of office floor space so that more cars can be brought into this part of Hawthorn.

Within a Tribunal decision (*Grocon (Northumberland St) Developer Pty Ltd v Yarra CC* [2017] VCAT 753) regarding the office development to the south at No. 2 – 16 Northumberland Street, the Tribunal Member also supported a significant reduced office car parking rate (405 spaces) and made the following comments:

[54] We have concluded that the reduced car parking provision is justified in the circumstances of this application. In doing so, we have had regard to the location within an inner city environment that is earmarked as an employment precinct, with convenient access to a range of alternative transport modes and a constrained supply of on-street parking. We consider that the reduced parking provision will not compromise the viability of the development or precinct, nor will it result in an unacceptable demand for on-street parking, given the saturated conditions that are presently experienced.

[55] We agree that employees who are not allocated a car space will utilise alternative transport modes rather than attempt to seek out long term parking in the surrounding street network. This may well include walking to the site for persons who reside in the nearby residential and mixed-use areas. To constrain development of the land for a purpose that is in accordance with the zone purpose on the basis of car parking provision would not be consistent with the policy framework when read as a whole. This includes policies aimed at fostering economic development, employment and environmental sustainability. We reach this conclusion mindful of the site's strategic and physical context and its accessibility by a range of transport modes. In a different context without the level of policy support and more remote from alternative transport modes, there may be less justification for a reduction of the magnitude proposed here.

Both Council's Engineering Services Unit and external traffic engineer were supportive of the proposed car paring reduction. The latter made the following pertinent comments:

While not specifically discussed in the TIA [traffic impact Statement], it should be noted that providing car parking inline with the statutory requirements would generate a considerably higher volume of traffic that would negatively impact on the operation of the nearby road network. Offices are an important target for mode shift to sustainable transport modes as they generate most of their traffic during the commuter peak hours.

This has consequential impacts on the arterial road network at the time of highest demand and at the same time, public transport services are also at their most frequent.

Childcare centre

The childcare centre is providing a surplus of one space. The applicant's traffic report states that at a maximum up to 50 percent of the 22 staff would drive which equates to a demand of 11 car parking spaces. These can be accommodated on-site, with the remainder to be sued by parents.

Food and drinks and Restricted Retail

These two uses are provided with staff parking at a rate of one space per 100sqm. Customers would be expected to use alternative forms of transport. Customers would primarily be residents or workers from the surrounding area or the subject site.

The reduction being sought by the proposal is supported by the following additional reasons:

- The site has excellent access to the public transport network (train and tram), bicycle facilities and a wide range of retail, dining and commercial services within the Swan Street MAC and along Church Street, which in turn will reduce the dependence on private vehicle ownership by future employees;

- The proposal includes secure bicycle parking spaces well in excess of rates specified within the Scheme. The development also has excellent end of trip facilities which will further encourage the use of bicycles. Future employees would be able to take advantage of the bike lanes along the Yarra River;

- Occupant or visitor parking permits will not be issued for the development, which will discourage people from driving to the site given the high utilisation of existing on-street car parking, this is a welcomed sustainable option in lieu of on-site car parking and consistent with Clauses 18.02-1S and 21.06-1 of the Scheme;

- The office land use is particularly conducive to encouraging those without a car to not drive given trips are made in peak public transport availability periods, trips are known and planned in advance, on-site parking availability is known in advance, surrounding parking conditions are known in advance and do not accommodate long term daytime parking associated with an office use. These factors encourage and help facilitate those without a car to use other modes of transport.

- Visitors would also be aware of the car parking constraints in the area which would discourage driving for alternative modes such as public transport, cycling or taxis;

- The restricted retail and food and drinks premises would heavily rely on walk-up trade for its primary source of customers, rather than being a specific destination for visitors. It is highly likely that it would attract employees from nearby businesses as well as local residents.

- It is typical of small inner-city food and drinks premises to not provide car parking spaces for visitors; and

- The location of the proposal encourages multi-purpose trips to the area.

It should also be noted that there are two crossovers on the site's Church Street frontage. These would be replaced with kerb which would allow for additional on-street car parking spaces.

From a traffic engineering perspective, the reduction in car parking spaces is considered appropriate in the context of the development and the surrounding area. The site is very well positioned in terms of public transport services. Engineering Services and external traffic engineer has no objection to the proposed reduction in the car parking requirement.

Traffic

In terms of traffic, the applicant's traffic engineers adopted the following summary for the traffic generation for the site:

Proposed Use	***Adopted Traffic Generation Rate***	***Daily Traffic***	***Peak Hour***	
			AM	***PM***
Childcare Centre (100 places)	*0.8 trips per child in AM peak hour** *0.7 trips per child in PM peak hour*	*422*	*80*	*70*
Commercial (Office/retail/ café staff)	*0.5 trips per space in each AM peak hour* *0.35 trips per space in each PM peak hour***	*Not Provided*	*109*	*76*
Total		*-*	*189*	*146*

Councils Senior Traffic Engineer found the traffic directional split and distribution assumptions outlined in section 6.2 of the Impact Traffic Engineering report to be reasonable.

Buildings A and B

According to the applicant's traffic report, this component of the applicant is expected to generate between 70 to 110 vehicle movements onto Church Street in the peak periods and between 80-110 along Shamrock Street. The vehicle access along Shamrock Street is closest to Church Street which the applicant claims will encourage motorists to utilise the latter street instead of travelling further east.

Both Council's engineers and external traffic engineer raised concerns with the traffic associated with the intersection of Church and Shamrock Streets. The traffic impact of the development at this intersection was assessed by the applicant's traffic engineers using the SIDRA program, which measures intersection performance. Council's Senior Traffic Engineer stated that SIDRA modelling works well under free flowing traffic conditions but may have limitations, such as queuing of downstream traffic.

The results of the post-development modelling provided by the applicant's traffic engineers suggest that the intersection is expected to operate under 'excellence' conditions without adversely impacting Church Street. Both Council's engineers and external traffic engineer questioned the accuracy of this due to anecdotal evidence of queuing along Church Street.

Council's external traffic engineer made the following statements:

- *It is not clear whether the analysis has considered any existing traffic queues on Church Street. Church Street is known for slow traffic movement and significant queuing during the commuter peak hours.*

- *The reduction in intersection performances as a result of queuing on a main road is difficult to reflect in SIDRA and the analysis provided may not represent actual conditions.*

- *A gap analysis based on actual gaps in traffic along Church Street may have been more appropriate to assess whether this intersection is impacted by stationary queues on Church Street.*

Both Council's engineers and external traffic engineer requested further investigation of this by the applicant. Council's external traffic engineer also recommended that the applicant review whether 'Keep Clear' line marking or turn bans are warranted. This is in particular reference to ensuring that traffic turning right into Shamrock Street is not obstructed by stationary queues of southbound traffic along Church Street and therefore obstructing northbound traffic on Church Street. Had Council been of a mind to support this proposal, this would have been required prior to making a decision.

Council's external traffic engineer confirmed that the widening Shamrock Street between Church Street and the development's vehicle access was supported as a way to minimise the intrusion of development traffic into the local streets to the east of Church Street.

Council's external traffic engineer was generally satisfied that the traffic impacts of the development, provided that the issue of stationary queues on Church Street are further investigated – which may lead to a requirement for Keep Clear line marking or imposition of turn ban restrictions.

Council's traffic engineers also requested that the applicant explain how this section would operate and what countermeasure is proposed to prevent traffic east of the site from travelling towards Church Street.

It should be noted that initially, VicRoads (who is a referral authority due to the change in access of a Category 1 Road) initially recommended a condition which would prohibit Right turn in' vehicular movements from Church Street into Shamrock Street. However, subsequent to the applicant providing VicRoads with additional information, this is no longer a recommendation (as per their letter to VCAT dated 15 November 2018).

Building C

Brighton Street (south of James Street) current carries in the order of 1,400 vehicles movements per day, which includes 180 in the AM peak, and 130 in the PM peak. As seen in the table above, the proposed childcare centre will add an additional 80 and 70 movements, respectively. The applicant adopted conservative assumptions with regards to traffic implications as they have made based it on all children being dropped off and picked up by car, and that 50 percent of staff (22 staff) would drive. These are considered conservative as the calculations assume that there will not be any linked trips with other offices tenancies or the nearby primary school and that all children would be driven. In reality, it is likely that many of the children would have parents who work in nearby offices or that they may live close by and walk.

With these additional traffic movements, this results in Brighton Street carrying up to 260 movements in the AM peak, 200 in the PM and a total daily volume of 1,822. The applicant's traffic report states that Brighton Street is classified as an Access Street level 2 which has an environmental capacity of between 2,000 and 3,000 vehicle movements per day and between 200-300 during the peak hours). This is therefore within the capacity.

A number of objections were made in regards to the cumulative impact of a proposed child care centre (associated with planning permit PLN17/0459 at No.64-68 Brighton Street) further to the south along Brighton Street which will have places for 118 children. The additional movements of this proposal is 94 in each of the morning and evening peaks. Even adding this, the street is still within its capacity.

Council's external traffic engineer was satisfied with the proposed traffic estimate (albeit they found it highly conservative). It was confirmed that traffic associated with the childcare centre will defuse in a number of directions throughout the local road network and they were satisfied that the traffic generated by this use can be accommodated.

Layout and Access (including the widening of Shamrock Street)

Buildings A and B

These two buildings will have access to 217 car parking spaces over two basement levels, accessed via a 7.2m wide vehicle entry. The development includes a widening of Shamrock Street to provide for a width to allow for two way traffic onto Church Street. To the east of the vehicle entry the proposal will remain one way only (entering from Church Street and travelling east).

Council's Senior Traffic Engineer was satisfied with the layout design subject to:

Accessible Parking Spaces	*Accessible parking spaces and associated shared areas are to be dimensioned and satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004.*
Column Depths and Setbacks	*To be dimensioned on the drawings. Column locations are to satisfy Diagram 1 Clearances to car parking spaces.*
Clearances to Walls	*To be dimensioned on the drawings and be no less than 300 mm.*
Ramp Grade Lengths	*Each ramp grade length to be dimensioned on the drawings.*
Numbering of Parking	*To be numbered on the drawings for easier identification.*

Spaces	

Had Council been of a mind to support this proposal, the above would have been required by way of condition.

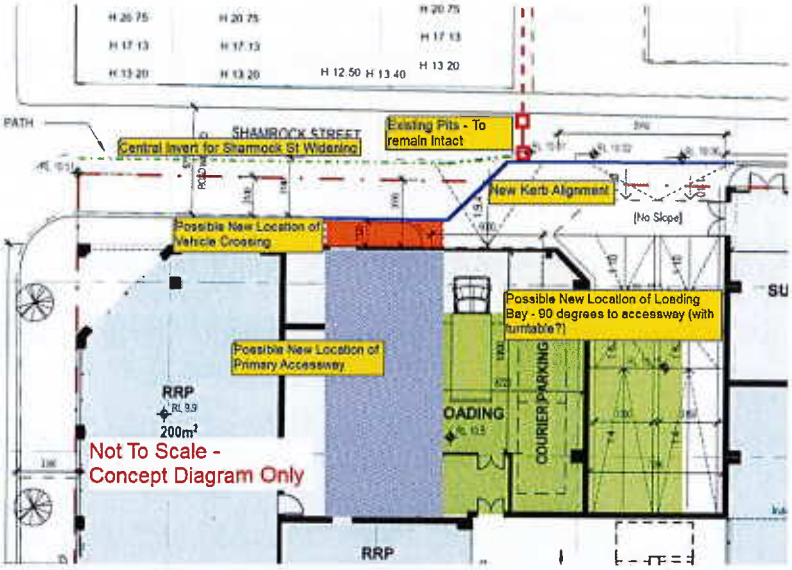
Council's external traffic engineer also stated that some columns encroach within the permitted area of Diagram 1 of Clause 52.06-9. However it was noted that for these buildings, unlike Building C, the level of non-compliance is relatively minor for the office carpark (it affects a relatively small number of car spaces) and affects only the rear door of a car parked adjacent to these columns. Given that this carpark is for staff only who will be familiar with their car space, this is not considered to be a significant issue. Therefore no additional changes were required.

Issues with the widening of Shamrock Street and the width of the southern footpath of Shamrock Street were identified.

Firstly turning to the width of the footpath, both Council's engineers and external traffic engineer stated that it should be a minimum width of 1.5m and for any footpath to be DDA complaint in terms of its crossfall. This would have been required by way of condition, had Council been of a mind to support the proposal. Council's external traffic engineer stated that there should be an appropriate transition between this footpath and the balance of Shamrock Street to the east, which can remain as an informal shared zone and that the pedestrian arrangements in this area are reviewed to provide a more appropriate travel path. The latter of these recommendations seems more appropriate to be conducted as a strategic study by Council.

Had Council been of a mind to support this proposal, conditions could have been required to include this additional information.

Turning to the widening of Shamrock Street. Council's civil engineers identified this as a significant issued. As a result of the widening, two existing grated side entry pits (located 24m to the east of Church Street) would be impacted. These pits are located at the lowest point in Shamrock Street which connects into a drain that runs underneath properties on the east side of Church Street and continues to Lesney Street. The inlet capacity of the southern grated side entry pit would be reduced as a result of the widening of Shamrock Street due to the removal of the lintel and the throat. Council's civil engineers stated that it is vital that the pits remain intact as they are critical in collecting rainfall run-off for the Shamrock Street catchment area. Council's civil engineers recommended that the principal vehicular entrance be relocated further west. As the development entrance would be located in the vicinity of the low point in Shamrock Street, Council's civil engineers also recommended that a central invert be constructed in the widened section of Shamrock Street. As a result of these recommendations, the principal vehicle entrance and loading bay need to be redesigned and the length of the Shamrock Street widening be reduced from what was originally proposed. Council's civil engineers provided the following diagram:



Had Council been of a mind to support this proposal, this issue would have been rectified prior to a decision being made.

Building C

The childcare centre is providing 23 car parking spaces within one basement level beneath Building C. Access to these spaces is via a 5.8m wide vehicle entrance onto Brighton Street.

Council's external traffic engineer found the layout and access to be satisfactory with the exception of the following:

- Columns encroaching within the permitted area of Diagram 1 of Clause 52.06-9. It is recommended that full compliance is achieved for the childcare centre carpark and this should be included as a condition of permit. There are a number of columns that impact car door opening or sit within the carpark aisles and impact car space accessibility. This is unsatisfactory for a childcare centre carpark. Childcare centre carparks experience a high turnover of car spaces and should be designed to be as convenient as possible. The building being supported is not especially large and fully compliance with this standard should be achieved.
- Tandem spaces need to be separated by 500mm as per Design Standard 2 of Clause 52.06.
- The base of the childcare centre ramp is specified at 2m long at 1:10. This will result in vehicle scraping by the B99 design vehicle in a ground clearance test under AS2890.1-2004. This grade needs to be changed to a minimum of 2.4m @ 1:8 (or any other solution that passes the ground clearance test of AS2890.1-2004 for the B99 design vehicle).
- The childcare centre lifts open directly into the carpark aisle with no protection for pedestrians. An alternative solution that provides pedestrians using the lifts some protection is required.

An addition to the above, Council's engineers requested the following design items to be addressed:

Accessible Parking Spaces	*Accessible parking spaces and associated shared areas are to be dimensioned and satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004.*
Tandem Parking Sets – Childcare Centre Car Park	*The tandem parking sets in the childcare centre car park are to have a minimum length of 10.3 metres as required by Design standard 2.*
Column Depths and Setbacks	*To be dimensioned on the drawings. Column locations are to satisfy Diagram 1 Clearances to car parking spaces.*
Clearances to Walls	*To be dimensioned on the drawings and be no less than*

	300 mm.
Ramp Grade Lengths	*Each ramp grade length to be dimensioned on the drawings.*
Transition Grade at Base of 1 in 4 Ramp Section – Brighton Street Access Ramp	*At the base of each 1 in 4 ramp grade section, the transition grade must be 1 in 8 for a length of at least 2.5 metres.*
Numbering of Parking Spaces	*To be numbered on the drawings for easier identification.*
Childcare Centre Car Park – Lift at Basement Level	*Protection for pedestrians should be provided in the area in front of the lift in the basement level car park.*
Existing Kerb Extension – Brighton Street	*The existing kerb extension must be depicted on the drawings. The proposed crossing servicing the childcare centre must be clear of the kerb extension. If the kerb extension is partially located in front of the kerb extension, the applicant must reposition the kerb extension to the north such that it is clear of the new vehicle crossing.*

Had Council been of a mind to support this proposal, this would have been required to be rectified by way of condition.

It should be noted that the swept path diagrams provided by the applicant show that a street tree on Brighton Street will be impacted by vehicles egressing from the site, however Council's Streetscapes and Natural Values Unit did not object to this and provided costings for the tree removal and subsequent replacement.

Loading

The proposal includes a loading bay accessed from Shamrock Street, to the west of the vehicle access. The applicant has stated that the loading area is capable of servicing trucks up to 8.8m long (medium rigid vehicles- MRV).

Both Council's traffic engineers and external traffic engineer noted that the swept path diagrams and the dimensions of the area were satisfactory. However the headroom clearance needed to be confirmed. This would have been required by way of condition.

Council's external traffic engineer also had concerns with the grade up into the loading bay. It was recommended that the applicant needs to demonstrate that there are no ground clearance or grading issues with the loading bay or modify the design of the loading bay. This would have been required by way of condition – also noting that Council's traffic engineers had recommended a re-design of the widened portion of Shamrock Street due to the pits.

Many objectors raised concerns with the loading bay swept path diagrams which show that a MRV either entering or egressing onto Church Street would impact the existing Church Street car space to the south of the site. However this is not a concern as due to the widening of Shamrock Street, the car space would have to be removed.

Electric vehicles

Additionally, had Council been of a mind to support this, it would have required the basement levels to be electrically wired for electric vehicles. A minimum 40A single phase electrical sub circuit would have been required to be installed to the basement levels for this purpose.

Bicycle parking and facilities

The subject site is well serviced by bicycle infrastructure with bicycle lanes along Church Street and access to the Yarra River Trail. The subject site would be an ideal location to take advantage of this situation.

As outlined earlier in the report, the development (no requirement for the childcare centre) is required to provide a total of 80 staff bicycle spaces and 26 visitor bicycle spaces under clause 52.34 of the Scheme. The development provides 115 additional staff bicycle spaces and an additional 15 visitor bicycle spaces being specified.

End of trip facilities associated with Buildings A and B are located in the south-eastern corner of their ground floor whilst for Building C they are located in the basement. Visitor bike spaces are located at the rear of Buildings A and B, and along the northern pathway for Building C.

In terms of the staff and visitor spaces, the provision falls short of Council's best practice rate of 1 space to each 100sqm of office floor space (which requires 238 spaces based on the current floor area). Council's Strategic Transport Officer confirmed that the subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase. The vast majority of the visitor spaces are hanging spaces. It is best practice to provide all visitor spaces as horizontal spaces at ground level, given the short term nature of their use and accessibility requirements. However in this instance, Council's Strategic Transport Officer confirmed it would be acceptable if a minority of the visitor spaces were provided as hanging spaces given the large number of total spaces being provided. Council's Strategic Transport Officer noted that the number of showers provided would meet the needs of the best practice rate of bicycles, and whilst lockers are shown, it is unclear how many are provided. If this application has been supported, this would have been confirmed by way of condition.

It should be noted that the two required visitor spaces for the restricted retail premises have not been supplied. Had Council been of a mind to support this application, this would have been required by way of condition.

Council's Strategic Transport Officer recommended the following:

- *A pram ramp at the Shamrock Street kerb, aligned with the northern courtyard entrance for easy bicycle and wheelchair accessibility.*

- *At least 49 visitor bicycle parking spaces, clearly marked as for visitor use (or an equivalent rate if the scale of the development is altered):*

    - *At least 80% of visitor spaces should be provided as horizontal-at-ground-level spaces.*
    - *Visitor spaces should continue to be provided in publically accessible locations, with convenient access to building entrances, lift shafts, etc.*
    - *Access ways and storage spaces should be designed to comply with AS2890.3.*

- *At least 238 employee bicycle parking spaces (or an equivalent rate if the scale of the development is altered):*

    - *All employee bicycle spaces should be provided at ground-level or basement 1 within secure bicycle parking compounds;*
    - *All secure bicycle compounds should continue to be provided with reasonable access to end of trip facilities and building entrances;*
    - *At least 20% of bicycle spaces within each secure compound should be provided as horizontal-at-ground-level spaces;*
    - *Access ways and storage spaces should be designed to comply with AS2890.3.*

Had Council been of a mind to support the proposal, these would have been required by way of condition.

In addition to this, Council's Strategic Transport Officer recommended that the proposal include a pram ramp at the Shamrock Street kerb, aligned with the northern courtyard entrance for easy bicycle and wheelchair accessibility. This would also have been required, had Council' supported the proposal.

Both Council's Strategic Transport Officer and external traffic engineer made recommendations regarding the submitted Green Travel Plan. These would also have been included as permit conditions, had Council supported the proposal.

Other

Council's Senior Traffic Engineer has recommended the inclusion of a number of conditions relating to civil works to public lighting, road protection, impacts on assets (eg existing pits, electricity poles), vehicle crossings and drainage. Had Council been of a mind to support this proposal, many of these would have either been included as notes on the permit or required by way of condition.

Waste Management

The applicant's Waste Management Plan (WMP) dated 4 May 2018 has been found to be unsatisfactory by Council's Waste Management Unit. The WMP confirms the following:

- Waste shall be stored within the development (hidden from external view).
- Users shall sort their waste, and dispose garbage and recyclables into collection bins.
- Commercial bins (those servicing Buildings A and B) will be collected by a private contractor from the ground level loading bay. Collection vehicles will prop within the loading bay, with operators to collect bins directly from the commercial bin room and return them immediately upon emptying. Commercial bins will not be stored outside of the title boundary or presented to kerb for collection at any time.
- Childcare bins (those servicing Building C) will be collected by a private contractor from the Brighton Street kerbside. Cleaning staff will be responsible for transferring bins from the basement level childcare bin room to the Brighton Street kerbside via the basement access ramp. A mechanical bin tug is to be provided for the safe transfer of bins.

Both Council's waste management unit and external traffic engineer found it unsatisfactory that waste was collected on from the Brighton Street kerb.

Council's waste management unit also requested details of how food waste will be diverted from the waste stream from the remaining areas of the development.

These would all have been required by way of condition.

Objector concerns

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

Outstanding concerns will be discussed below, and relate to:

- *Pollution;*

  There is no indication that this application would add to pollution.

- *Negative impact on property values;*

  Not a relevant planning consideration.

- *Safety concerns due to vehicle access along residential streets;*

  This is an inner city location adjacent to main roads. There should be some expectation that vehicles will drive down these residential streets. Pedestrians, cyclists and private motorists should always exercise caution on the roads. No safety concerns have been raised by Council's Engineering Services Unit. All car and bicycle users as well as pedestrians must comply with road safety rules. Any non-compliance is a matter for the Victoria Police.

- *Impact on Church Street tram and vehicle operations;*

  This impact has been assessed by external referral authorities such as Transport for Victoria and VicRoads.

- *Safety concerns for school children;*

  Pedestrians, cyclists and private motorists should always exercise caution on the roads.

- *Childcare should have on-site drop off;*

  There is no requirement for an on-site drop off area. Nevertheless, the basement under Building C would have had spaces available for parents.

- *Creation of precedent;*

  Not a relevant planning consideration as each application is considered on its own merits.

- *Too many people accessing the area;*

  The site is located within the inner-city and within an area designated for residences. Additionally, State and Local policies encourage increase use and development and hence an increase in density of people. It is considered that existing infrastructure can accommodate this increase.

- *Construction issues (noise, vibration, dust, debris);*

  A Construction Management Plan (CMP) condition would have been included within the planning officer's recommendation, had Council been of a mind to support the proposal and a CMP deals with these matters. These issues will be dealt with during the building permit stage.

- *Demolition of existing warehouse wall will impact adjoining property;*

  Structural issues will be dealt with during the building permit stage. However, the building on the subject site is located within its title boundaries.

- *Location of substation opposite dwellings;*

  Council Officers on other occasions have consulted with the Environment Protection of Australia and have been advised that there is no evidence to suggest that locating a stand-by generator on-site would be a health risk to surrounding residents. By its very nature, the stand-by generator would only be used for emergency services and is likely to be used only a couple of times in a year.

- *Insufficient open space;*

There is no required to provide open space. Nevertheless, the proposal has a large ground floor internal area and terraces.

- *There should not be any access to Brighton Street;*

  The design of the vehicle access of Buildings A and B discourages vehicles from driving along Brighton Street. Nevertheless, it is a public road.

Conclusion

While there is policy support at both state and local levels for urban consolidation, coupled with the site strategic location including proximity to the Swan Street Major Activity Centre and excellent public transport accessibility; the site lends itself as an ideal development site for higher density.

However, urban consolidation imperatives must be balanced with equitable development considerations, enhancement of the public realm, height and heritage. Consequently, the application fails to adequately comply with Council's Municipal Strategic Statement, State Planning Policy and Local Planning Policy.

For the above reasons outlined within this report it is considered that the proposed development for the site is an inappropriate response and should not be supported by Council.

RECOMMENDATION

That having considered all objections and relevant planning documents, Council resolves to advise the Victorian Civil and Administrative Tribunal, the Permit Applicant and Objectors that if it were in a position to, it would have issued a Notice of Refusal for Planning Permit PLN18/0328 for the use and development of the land for the construction of three mixed use buildings (including a childcare centre), reduction in car parking requirement, and alteration of access and building and works to a Road Zone Category 1 Road at 459 – 471 Church Street and 20-26 Brighton Street, Richmond on the following grounds:

1. The scale, height and massing of the buildings will dominate the surrounding streetscape of Church, Shamrock and Brighton Streets, will dominate the wider heritage place and is contrary to policy at clauses 15.01-1S, 15.01-2S, 21.05-2, 22.10-3.2, 22.10-3.3 and the design objectives of Schedule 2 of the Design and Development Overlay.

2. The development will unreasonably impact on the amenity of the area.

3. The proposal results in unreasonable visual bulk impacts and inequitable development opportunities for the site to the east at No. 16 Brighton Street.

4. The proposal does not provide for a pedestrian friendly environment along Shamrock Street and does not provide for sufficient public realm improvements.

Signed:  Dated: 18/01/2019

Determining Authority - VicRoads

Internal departments

(a) Waste Services;
(b) Engineering Services Unit;

External consultants

(c) Traffic (Traffix);
(d) Urban Design (MGS Architects);

VicRoads

VicRoads has received substitute amended plans (VCAT Issue dated 1 February 2019) in relation to the above Application for Review from Planning and Property Partners on 4 February 2019.

Please quote the above VicRoads reference number in all correspondence and contact with VicRoads.

Further to correspondence dated 15 November 2018 (copy attached), VicRoads in consultation with CityLink have reviewed the substitute plans and do not object to the amendments.

More specifically, VicRoads considers the modifications relating to:

a) *the increase in width of Shamrock Street where it intersects with Church Street between 5.65m and 9.45m respectively, and*
b) *the relocation of the access to the basement and loading bay/s approximately 6m west towards the intersection of Church Street.*

as being generally acceptable.

Consistent with its previous advice VicRoads and CityLink has reached an agreement regarding the permit conditions with representatives of the permit applicant and as a result VicRoads and CityLink has no further issues to raise in relation to substitute plans if all the conditions are satisfied and form part of the Planning Permit.

Accordingly, VicRoads and CityLink do not wish to contest the Application for Review and will not be attending the hearing.

Waste

The comments from City Works still apply and it looks as if the plans would suit internal collection.

Engineering

Layout Design Assessment

Item	***Assessment***

Access Arrangements	
Development Entrance – Shamrock Street	*The primary accessway off Shamrock Street has a minimum wall-to-wall width of 7.1 metres and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.*
Loading Bay Access – Shamrock Street	*The applicant has not depicted the entrance and vehicle crossing into the loading bay. This matter needs to be address before approval is granted.*
Visibility – Shamrock Street	*A pedestrian sight triangle for the exit lane of the entrance has now been reduced in size and is non-compliant. The sight triangle has not been dimensioned.*
Brighton Street Entrance	*The clear doorway width has not been dimensioned on the drawings.*
Visibility – Brighton Street	*A pedestrian sight triangle (not dimensioned) has been provided for the exit lane of the entrance.*
Headroom Clearance	*A minimum headroom clearance of 2.3 metres has been provided and satisfies AS/NZS 2890.1:204.*
Internal Ramped Accessways	*The ramp connecting the ground Floor with Basement 1 level has a width of 7.1 metres, including 300 mm wide kerbs, and satisfies AS/NZS 2890.1:2004.* *The ramp connecting Basement 1 with Basement 2 has a ninety –degree bend with individual single lanes of 3.0 metres. The inside edge of the accessway is too close to the column and needs to be corrected.*

Item	***Assessment***
Car Parking Modules	
At-grade Parking Spaces	*The dimensions of the parking spaces (2.6 to 2.8 metres by 4.9 metres) satisfy Design standard 2: Car parking spaces of Clause 52.06-9.*
Parallel Parking Spaces	*The parallel parking spaces (length: 6.7 metres) satisfy Design standard 2.*
Accessible Parking Spaces	*Not dimensioned on the drawings. Bollards have not been provided in the shared areas as required by AS/NZS 2890.6:2009.*
Tandem Parking Sets	*The tandem parking sets have been provided with additional 500 mm and satisfy Design Standard 1.*
Aisles	*The aisle widths range from 6.1 metres to 7.1 metres and satisfy Table 2: Minimum dimensions of car parking spaces and accessways of Clause 52.06-9.* *For the childcare centre car park, the aisles (6.4 metres and 7.1 metres) also satisfy Table 2 in Clause 52.06-9.*
Column Depths and Setbacks	*Not dimensioned on the drawings.*
Clearances to Walls	*Not dimensioned on the drawings.*
Gradients	
Ramp Grade for First 5.0 metres inside Property	*Ramp grade lengths have not been dimensioned on the drawings.*
Ramp Grades and Changes of Grade	*Ramp grade lengths have not been dimensioned on the drawings.*
Transition Grade at Base of 1 in 4 Ramp Section – Brighton Street Access Ramp	*The transition grade at the base of the 1 in 4 ramp has now been provided with a 2.5 metre long transition grade at 1 in 8 and is now satisfactory.*
Other Items	

Numbering of Parking Spaces	*Car parking spaces have now been numbered as requested.*
Loading Facility	*Not dimensioned on the drawings.*

Design Items to be Addressed

Item	***Details***
Visibility	*Sight triangles should be superimposed and dimensioned for the exit lanes of all vehicular entrances.*
Loading Bay	*Entrance of loading bay is to be depicted on the drawings.*
Widened Section of Shamrock Street	*To be dimensioned on the drawings (face of kerb to face of kerb).*
Pedestrian refuge – In between Vehicle Crossings of Entrance and Loading Bay	*A pedestrian refuge (minimum 1.3 metres in span) should be provided in between the vehicle crossings of the development entrance and the loading bay.*
Internal Ramped Accessways	*The raped accessway connecting Basement 2 with Basement 1, the inside edge of the ninety-degree bend must have a minimum clearance of 300 mm from the column as required by AS/NZS 2890.1:2004.* *Swept path diagrams of passing movements for a B85 design vehicle and an oncoming B99 design vehicle along the ninety-degree bend are to be submitted, demonstrating satisfactory passing movements.*
Accessible Parking Spaces	*Accessible parking spaces and associated shared areas are to be dimensioned and satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004. Bollards must be inserted in the shared areas as required by the Standard.*
Column Depths and Setbacks	*To be dimensioned on the drawings. Column locations are to satisfy Diagram 1 Clearances to car parking spaces or AS/NZS 2890.1:2004 (where applicable).*
Clearances to Walls	*To be dimensioned on the drawings and be no less than 300 mm.*
Ramp Grade Lengths	*Each ramp grade length is to be dimensioned on the drawings.*
Loading Bay	*To be dimensioned on the drawings.*

Additional Traffic Advice from Applicant

Impact traffic engineering consultants report Reference: IMP171003LET03F01 dated 6 February 2019

Item	***Details***
Traffic Impact at Key Intersections	
Gap Acceptance Analysis – Church Street/Shamrock Street Intersection	*To assess the traffic impact of the Church Street/Shamrock Street intersection, Impact traffic engineering consultants have used gap acceptance analysis based on AustRoads guidelines. This analysis has been used to determine whether the critical movements at the intersection have adequate capacity in the peak hours once the development is operational. When entering major roads from minor roads (such the left and right turn movements from Shamrock Street into Church Street), motorists must wait for an acceptable time gap in the traffic stream to which they must give way before proceeding. It is agreed that the operation of the signalised intersection of Church Street/Swan Street*

	(150 metres to the north) would provide gaps in the Church Street traffic stream to allow vehicles to exit Shamrock Street. The analysis undertaken by Impact confirms that the intersection has capacity to accommodate the critical turning movements.

ENGINEERING CONDITIONS

The Engineering Conditions as per our referral advice of 24 September 2018 are relevant.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT
The Additional Engineering Advice for the Applicant as per our referral advice of 24 September 2018 is still relevant.

Additional Engineering comments:

- *The design of the widened section of Shamrock Street must be prepared by an independent and suitably qualified engineering professional to the satisfaction of the Responsible Authority and in consultation with the Responsible Authority. The design must be submitted to and approved by the Responsible Authority. The design of the widening of Shamrock Street must provide details including pavement widths, surface treatment, road infrastructure items, landscaping (where applicable) and drainage.*
- *The full width of Shamrock Street along the development frontage must be profiled (grinded to a depth of 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.*
- *Before the uses at the site commence, all works associated with the widening of Shamrock Street must be undertaken and completed at the cost of the Permit Holder and to the satisfaction of the Council.*
- *The footpath along the property's Shamrock Street road frontage must be constructed 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 new vehicle crossing on the property's Shamrock Street road frontage must be constructed in accordance with Council's Standard Drawings, Council's Infrastructure Road Materials Policy and engineering requirements. The vehicle crossing must satisfy the ground clearance requirements for the B99 design vehicle.*
- *The footprint of the basements should clear of the widened road pavement and new kerb alignments of Shamrock Street (i.e. - no portion of the basement should be located underneath the road pavement of Shamrock Street).*
- *The applicant is to be provide clear delineation of the site's title boundaries along the Shamrock Street footpath (Brass discs or a similar type method for delineating the title boundaries could be considered).*

To protect ourselves, I think it is advisable that we have something like the following (as is the case with 510 Church Street):

- *Within six months of the commencement of works, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987, providing for the following:*

    (a) The owner must provide unfettered 24 hour public access over that part of the land within the owner's title boundary to be used for the widened Shamrock Street.

(b) *The owner is responsible for maintaining at all times the areas that are private land open to the public at the cost of the owners of the site and to the satisfaction of the Yarra City Council;*

(c) *The owner(s) must obtain and maintain public liability insurance, to the satisfaction of Yarra City Council, for the public liability and indemnify Yarra City Council against all any claims resulting from any damage, loss, death or injury in connection with the public accessing the land, except to the extent that the damage, loss, death or injury is caused or contributed to by:*

(i) *any conduct, negligent act or omission of the Yarra City Council or any of its employees, agents or contractors; or*

(ii) *a direction, instruction or requirement of the Yarra City Council that the owner carries out specified works on the land, including specific design elements required by the Yarra City Council as part of the Shamrock Street widening.*

- *The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.*

Additional Engineering advice:

For the childcare centre, the provision of 12 on-site spaces would equate to a rate of 0.12 spaces per child. A childcare centre at 556 Swan Street, Richmond (PLN15/0302 issued on 22 March 2016), was approved with an on-site car parking rate of 0.134 spaces per child. The proposed car parking provision for the childcare at the subject site is considered appropriate.

There is no objection to the reduction in car paring for the childcare centre.

Generally, parking at childcare centres is split between staff and parents. The City of Brisbane's Transport, access, parking and servicing planning scheme policy (SC6.31) indicates that a childcare centre's on-site parking should allocate 60% of spaces to staff. There might be some merit in providing some on-site parking to parents. On the other hand, the proposed childcare centre's catchment area would potentially encompass much the surrounding businesses and residences whereby parents could walk with their children to and from the childcare centre.

If all parking is allocated to staff, parents would know upfront that the childcare centre would not have any on-site parking for parents.

Traffic (Traffix)

The following provides my response to the letter prepared by Impact, dated 6th February, 2019. This letter specifically reviews the future operation of the intersection between Church Street and Shamrock Street. As instructed, I have not reviewed the amended plans in detail, other than how they relate to this single issue.

The Impact response includes the gap analysis requested by the referral comments. We are satisfied with the analysis and associated assumptions/methodology. The critical movement as far as the impact on Church Street is the right turn into Shamrock Street in the AM peak, which has adequate capacity based on this analysis. It is likely during the PM peak that there will be some queuing on Shamrock Street from vehicles exiting the site, which is acceptable and will not impact on Church Street.

Based on the above, we are satisfied that Impact response is acceptable and that no additional mitigating works are required at this intersection.

Urban Design (MGS Architects)

In reviewing the plans considerable positive progress has been made. Generally speaking the approach from the east inclusive of the midrise central block I think is acceptable and the taller built form to the west is as an approach the right one.

Public realm improvements along Shamrock Street are also supported. The remaining issue it seems to me is the overshadowing of the eastern footpath at the equinox at 9 and 10 am and the private open space to the SE in the afternoon. The former is an issue I think in that the Church Street frontage is a Primary Active Transport corridor for the area linking East Richmond Station and Swan Street tram with the Church/Chapel Street tram and bike network. In commensurate areas such as Chapel Street to the South planning policy requires that new development ensure that:-

To ensure new development maintains appropriate levels of solar access and wind protection to existing and proposed footpaths and public spaces and surrounding development.
Strategies
1.1 Ensure new development does not unreasonably affect the environmental performance of surrounding properties.
1.2 Encourage new buildings to minimise overshadowing of existing and proposed public open space.
1.3 Ensure new development minimises impacts on the public realm in terms of overshadowing and wind tunnelling.
1.4 Encourage new development in higher density areas not to overshadow opposite footpaths

Typically 10-22 at the equinox have been applied and it would be my view this would be appropriate in this instance. This would require increased setback or lowering of upper levels to achieve protection of the western footpath after 10am

My previous advice had noted

The overshadowing of the development drawings presented in Shadow Studies 2 to 16 indicates a number of issues of concern.

Contrary to other development within Church Street the proposed shadow has major impacts on the western side of Church Street at 9.00am. These diagrams indicate significant impacts on key Church Street areas egressing from the nearby transport interchange at East Richmond Station and its role as a major pedestrian link to employment areas to the south in morning peak periods up until 10.30am on the western footpath. Typically as a minimum sunlight protection to the western footpath as a minimum from 10am-2pm at the equinox should be sought as a minimum and applied as a criteria for development down the street.

***Recommendation 1** Amend plans so as not to overshadow the western footpath of Church Street after 10am at the equinox.*

Residential properties to the south of the site in Sanders Place and Brighton Street are impacted from 1.00pm and substantially thereafter with the eastern side of Brighton Street impacted after 3.00pm whilst less than previous there are still issues arising from the SW corner height and proximity of the Church Street tower to these areas. Having said this there is considerable improvement to what previously arose

The lift core and stairs form and south elevation of taller form is improved.

The expression of the building as seen, has generally been improved to what I believe is an acceptable level

I previously recommended in this instance that setbacks be provided to ensure a minimum 9m setback from the northern face of retail and office areas to the boundary interface with adjoining properties to the north at podium levels. This has in part been implemented and I am generally satisfied with the outcome.

What wasn't supported was the proposed scale of form and its configuration. Key issues of concern were as follows.

As previously noted the fine grain residential scale of Shamrock Street required sensitive and generous set down of scale to these interfaces. I note the mid-block heritage overlay and typically 1 storey characteristic of properties to the north as requiring a response of the mid-block zone of lower scale and greater setback. This has now in my view been reasonably amended.

I noted the approved development to the north is 2 storey in scale at the street interface, stepping up to 3 storey. In this case with the overhead canopy of the third level extending to within 4m of the street no such mediation exists. I recommended that the facility be set back at ground, first and second floors similar to that of its adjoining southern and northern neighbours and that the canopy at level 3 should be set back an additional 3m to ensure it is less visually intrusive within the streetscape. The outcome has been improved to an acceptable level

In relation to the adjoining mid-block office building, it was my view that this building was grossly excessive in scale relative to its adjoining Heritage Overlay and neighbourhood context within Shamrock Street to the north and the private open space of residential areas that exist to the south. To this extent I recommended removal of levels above the fourth floor to these interfaces i.e. that levels 5 to 7 are deleted. I am of the view that the revised scale is appropriate.

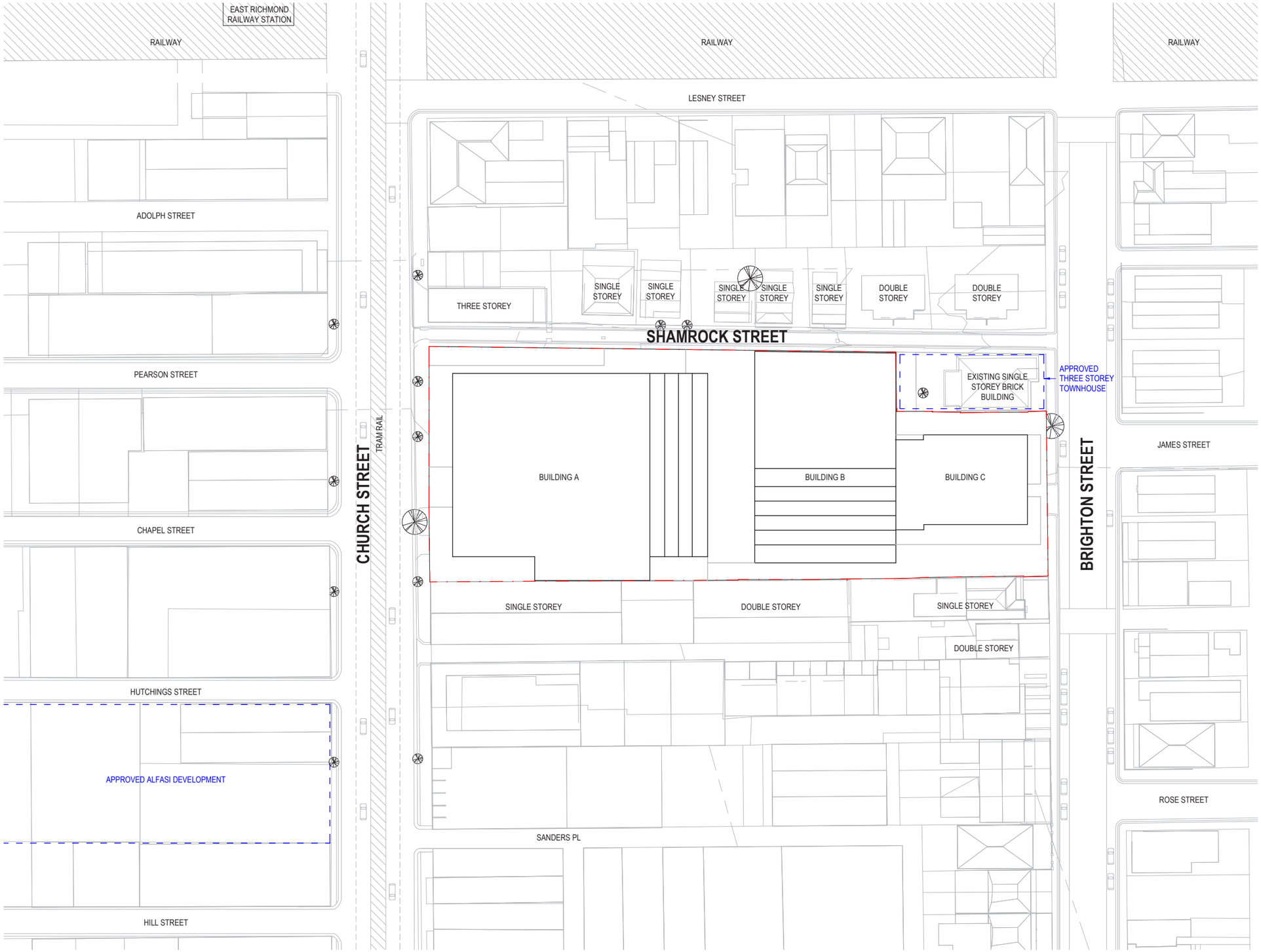
In relation to the western tower, I didn't find it acceptable that the lift core was built to the southern boundary to the full height as is currently proposed nor that it relied on glazed aspect to its southern boundary for amenity to this zone. I recommended that The lift core should be embedded into the development, not incorporated into a boundary interface as suggested in this instance I am satisfied that the revised approach is acceptable subject to mitigating overshadowing noted earlier.

The scale of development also needs to be addressed so that the western side of Church Street is not impacted in the early morning peak pedestrian movement times from public transport to the adjoining workplace areas and similarly reduced so that the private open space of adjoining residential areas to the south east are not impacted at peak times of the day. I would suggest in this instance between 10.00am and 2.00pm at the equinox as noted earlier.

The proposal in this instance needs to be radically reduced in scale. My view is that whilst I am satisfied that the proposed podium is acceptable, it is my view that development above level 7 should be deleted, having regard for the substantive plant area above this zone. This would result in a building including plant of approximately RL42.5 in height or effectively 32m in height relative to street level. I note the applicant has returned with a proposal for approximately 41m excluding plant to the top of parapet level, Effectively a 9 level commercial building. Subject to increased setbacks to manage offsite overshadowing I am of the view on a site of this size this may be able to be effectively managed but would like to review the revised footprint and elevations with the recommended inclusions.

Conclusion

The project is close and I think it could be conditioned.



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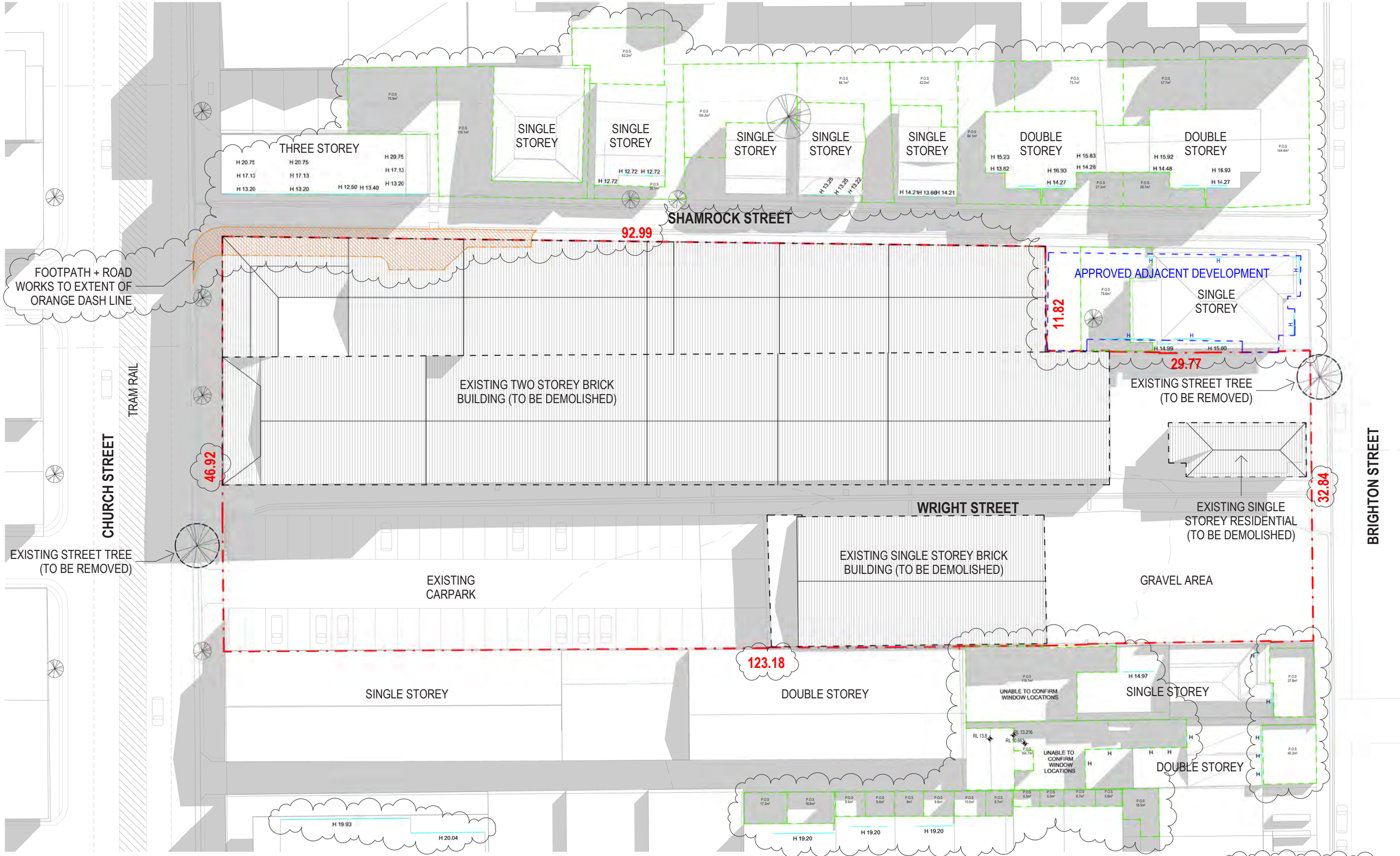
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project
459-471 Church Street, Richmond

drawing
Site Plan

drawing no. **DA0001**
issue **B**

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H = Head of adjacent habitable room windows

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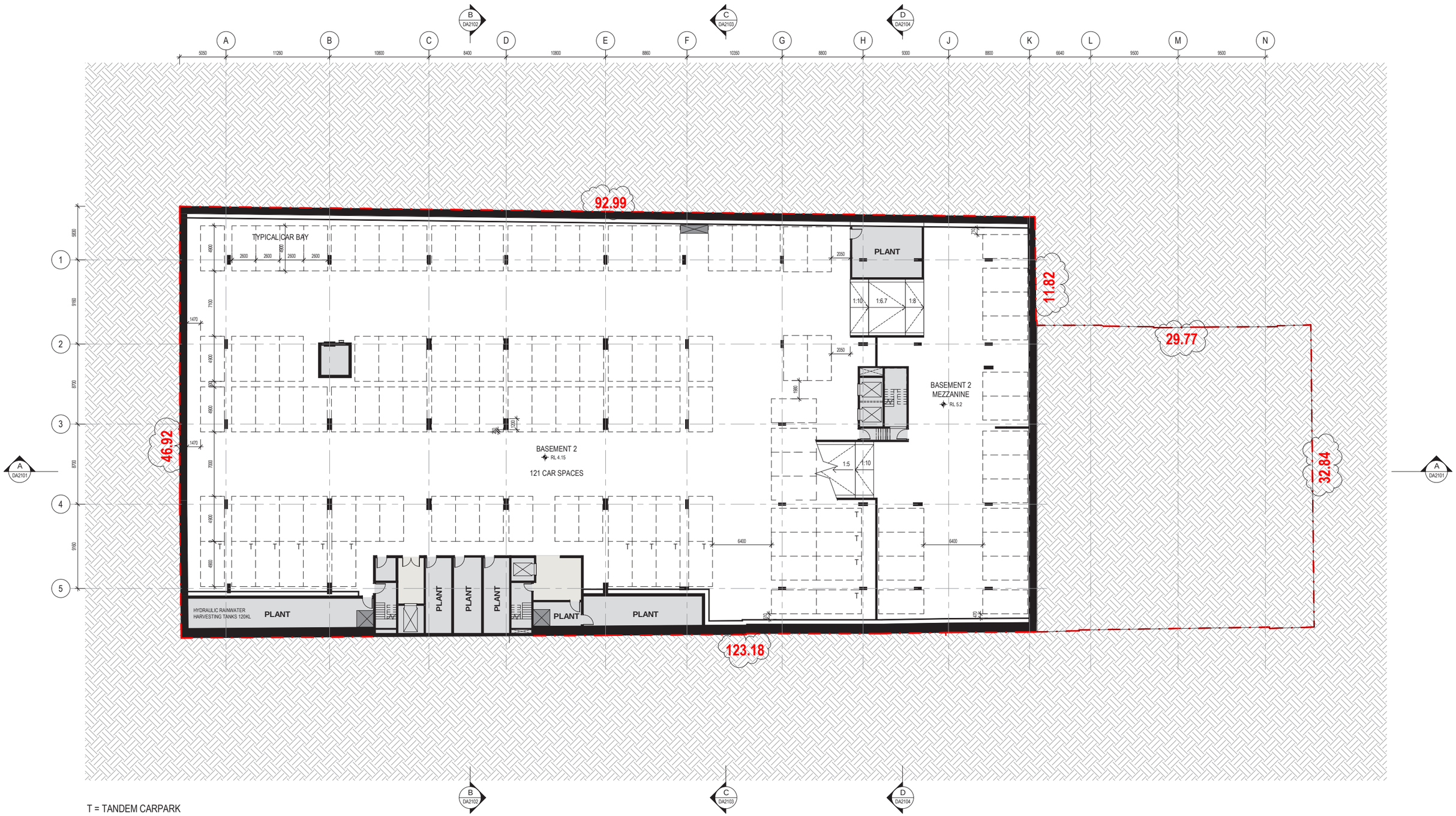
project
459-471 Church Street, Richmond

drawing
Existing Conditions Plan

drawing no. **DA0002**

issue **C**

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T = TANDEM CARPARK

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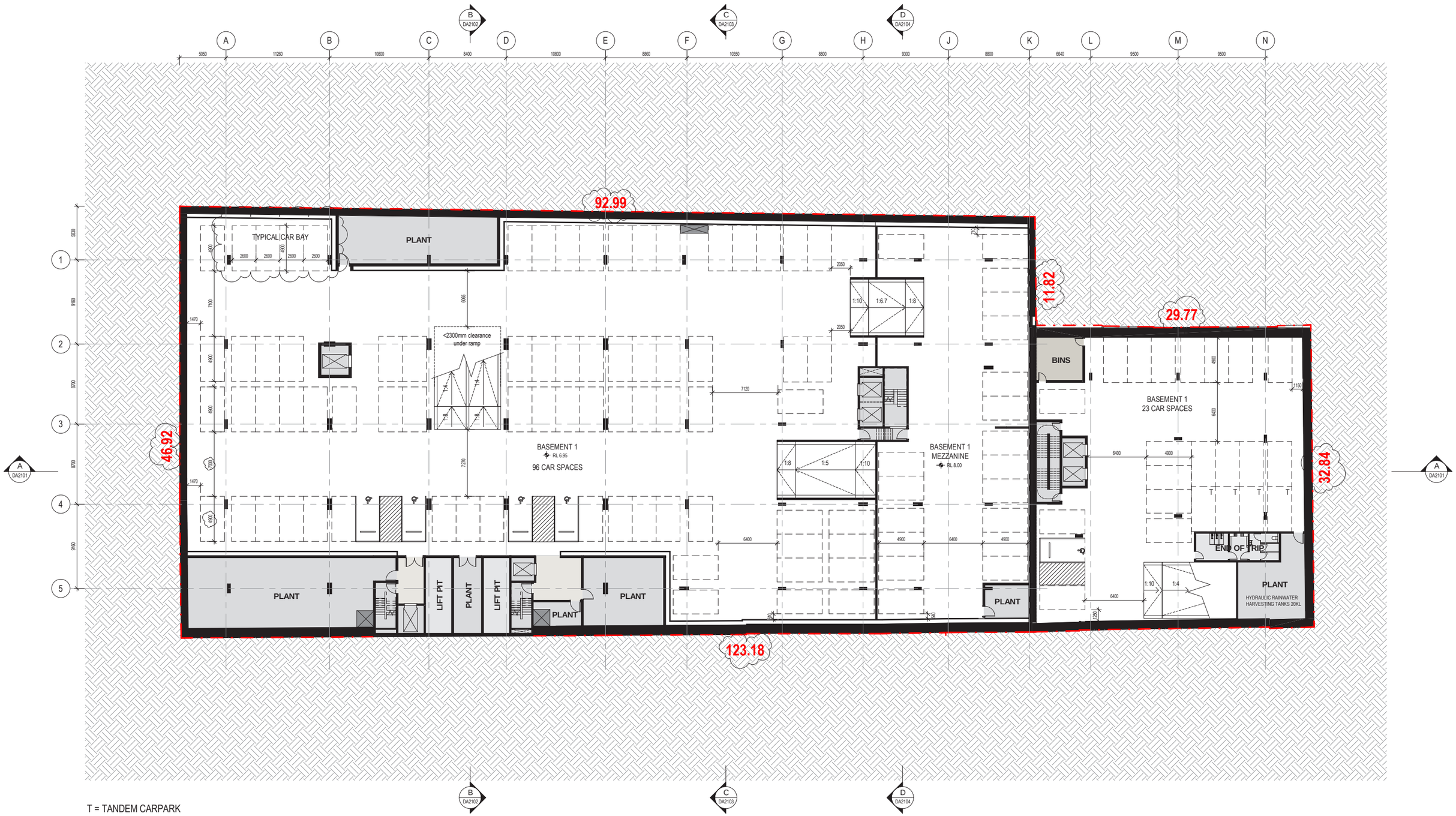
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project
459-471 Church Street, Richmond

drawing
L-B02 - Basement 2

drawing no. **DA1001**
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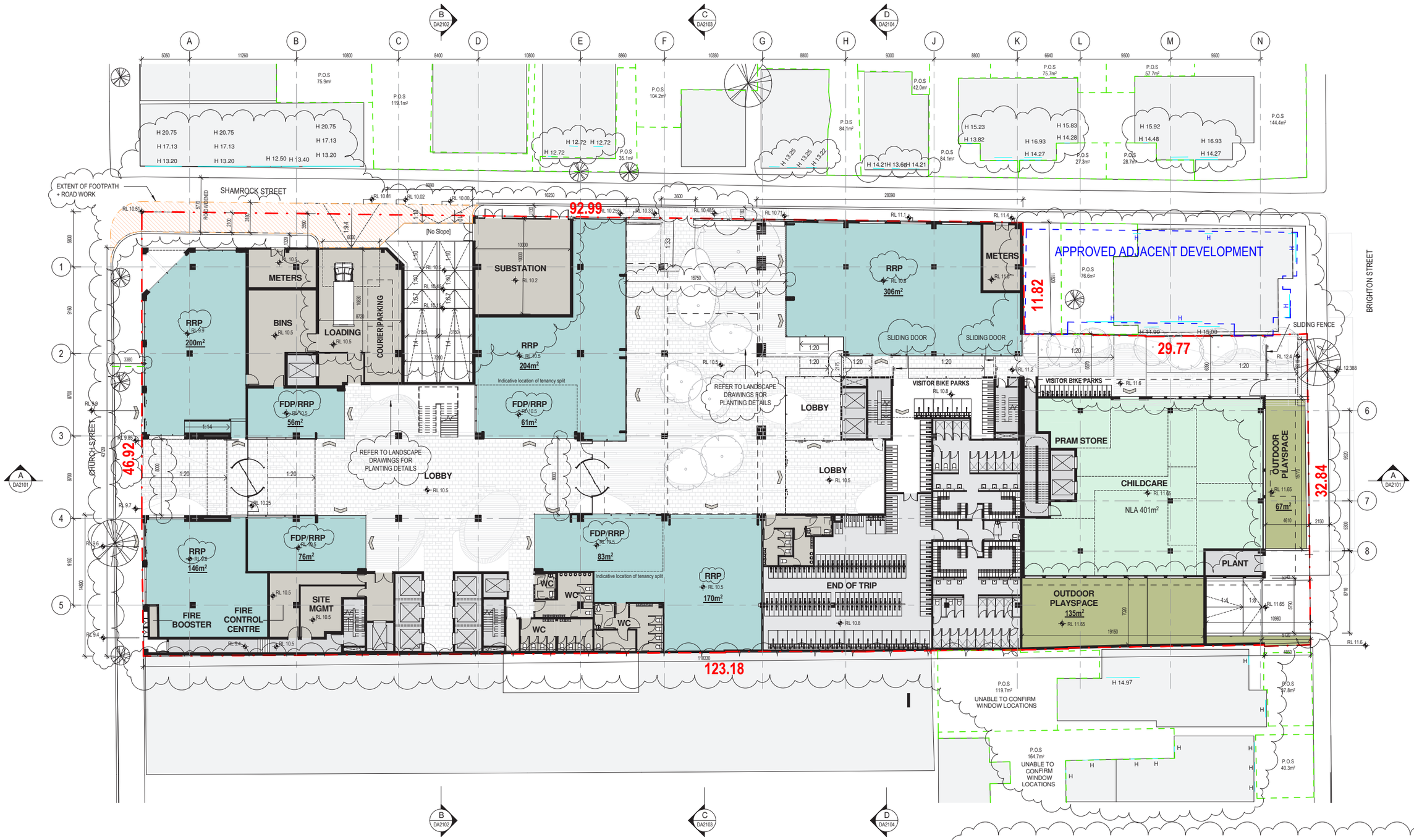
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project
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drawing
L-B01 - Basement 1

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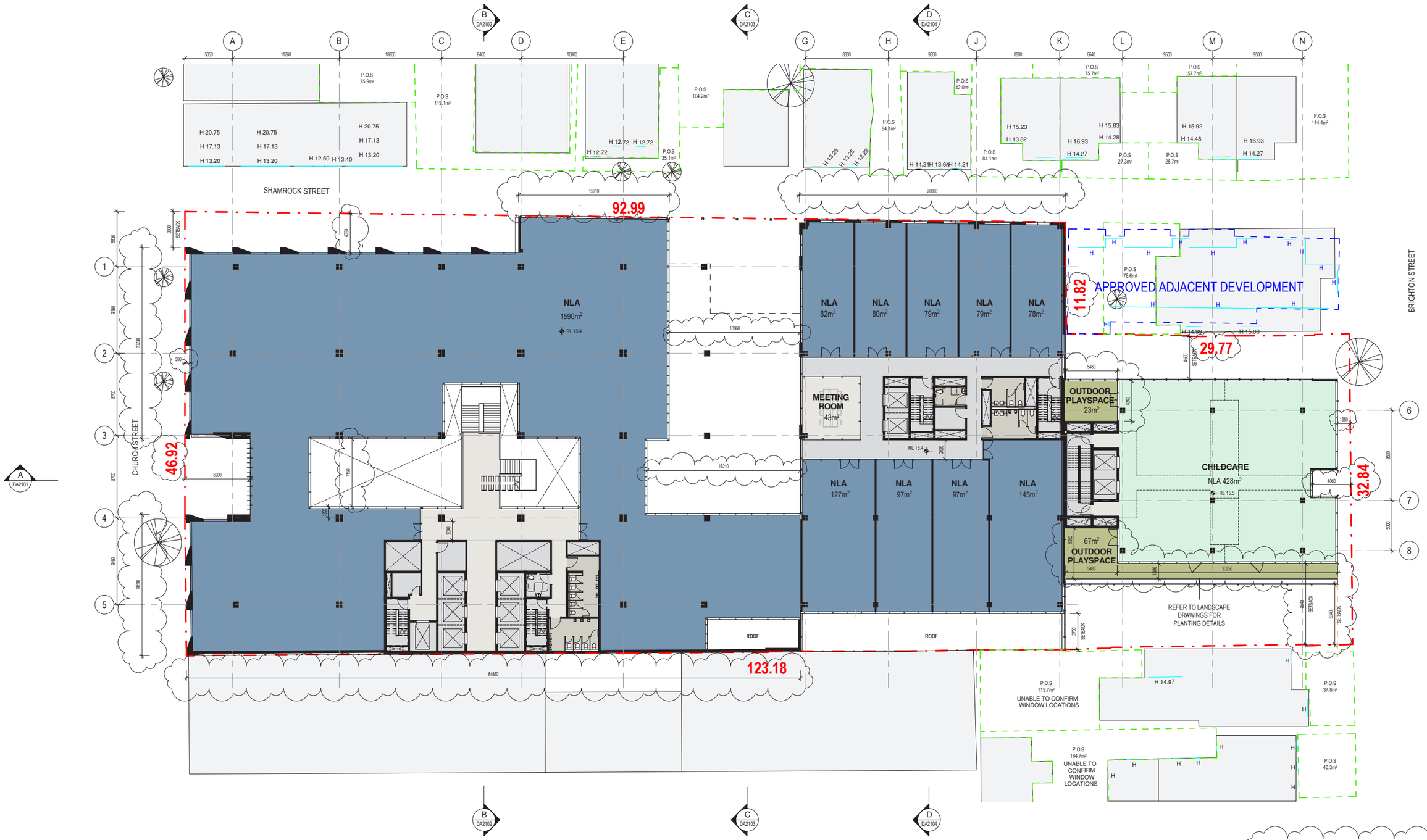
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project
459-471 Church Street, Richmond

drawing
L-00 - Ground Floor

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H = HEAD OF ADJACENT HABITABLE ROOM WINDOWS

PRIVATE OPEN SPACE

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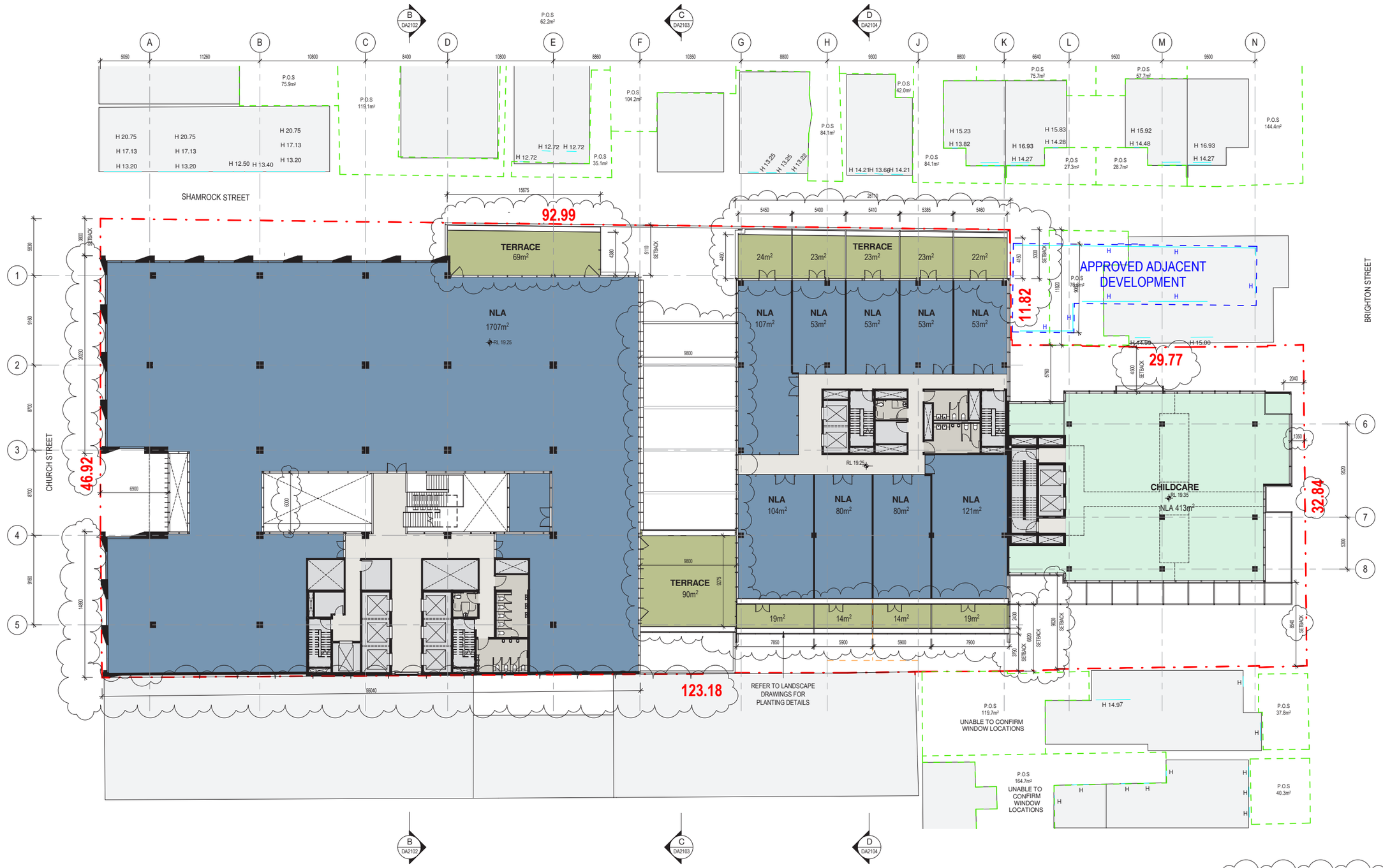
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project
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drawing
L-01 - First Floor

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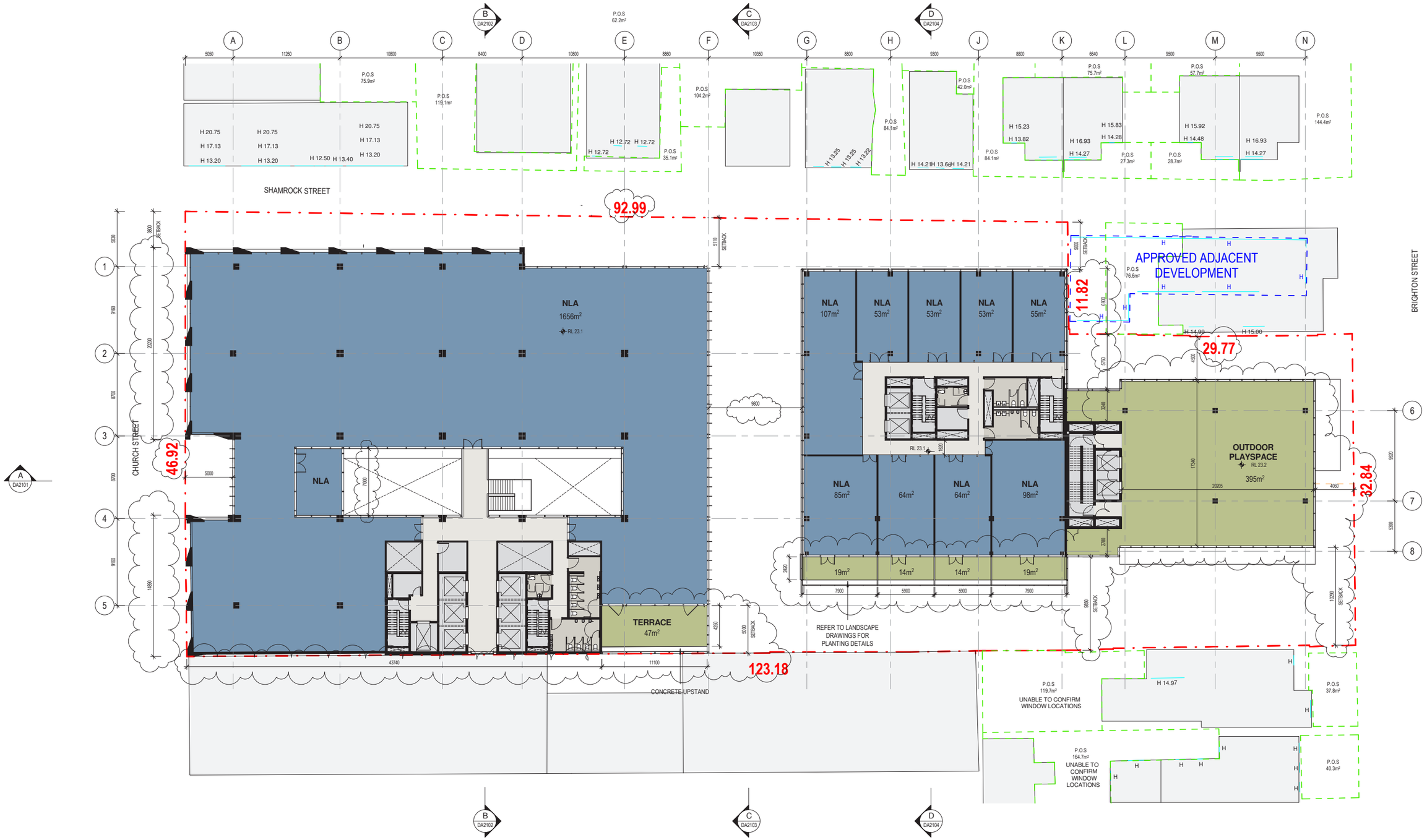
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project
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drawing
L-02 - Second Floor

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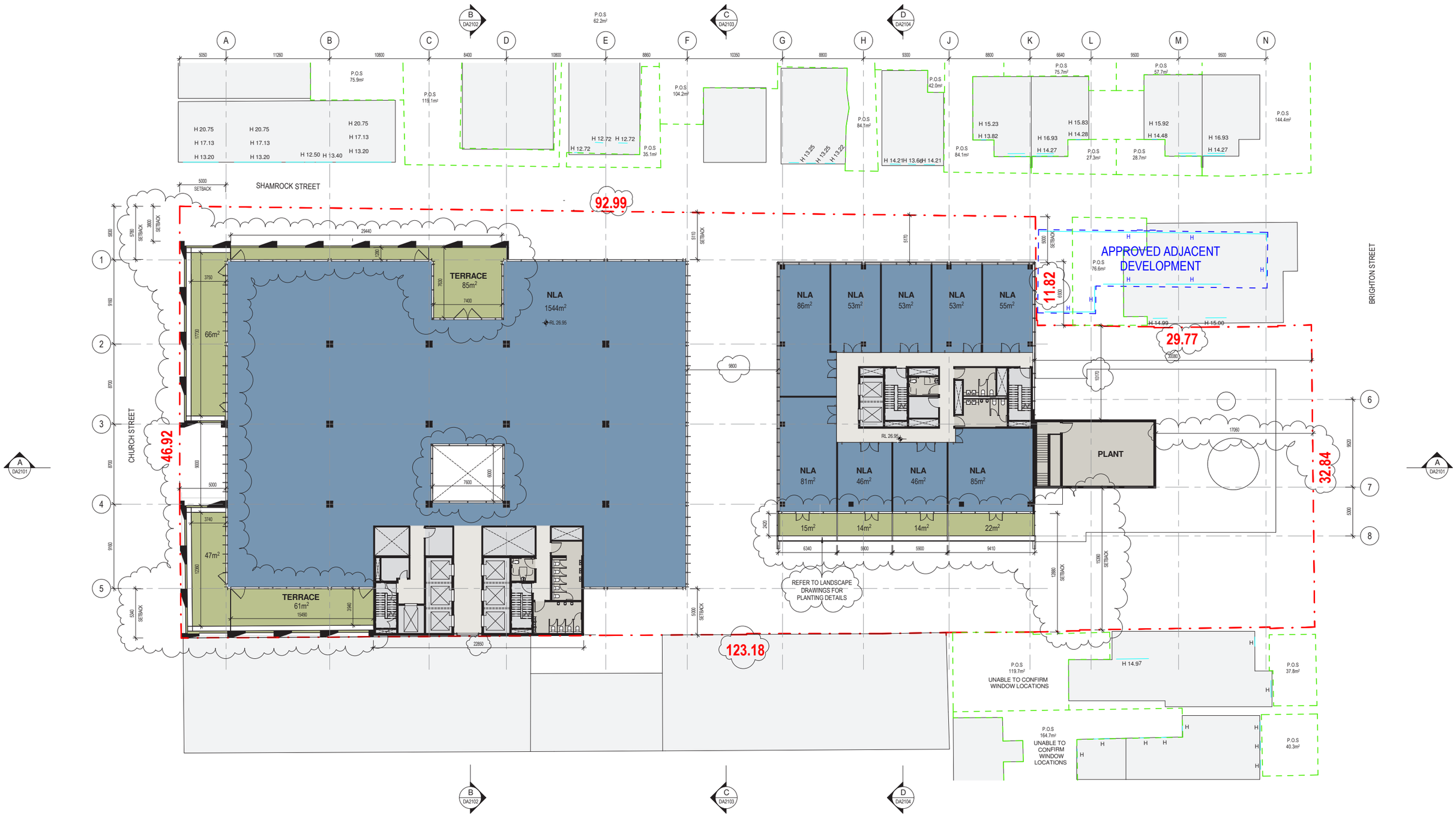
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project
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drawing
L-03 - Third Floor

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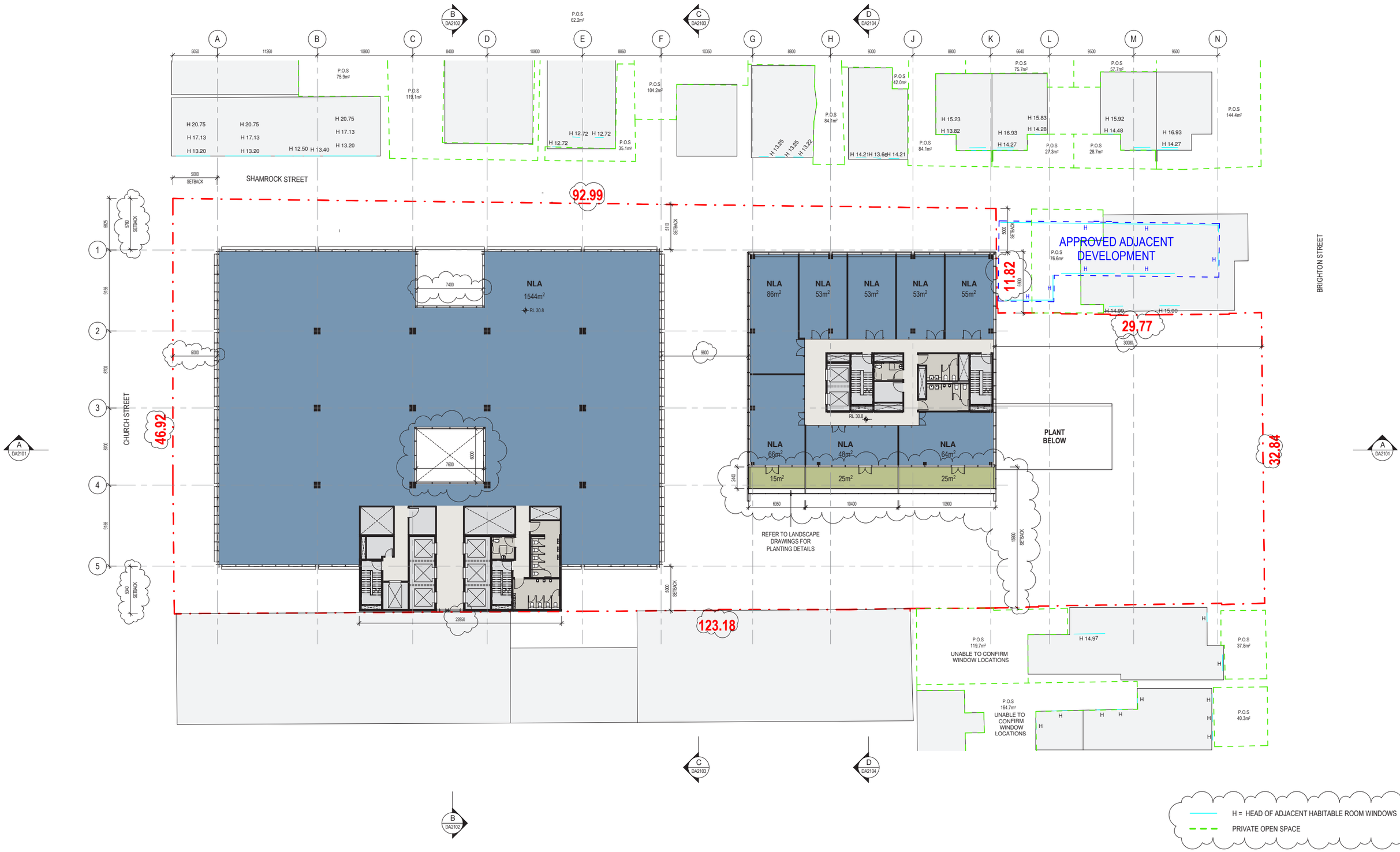
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project
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drawing
L-04 - Fourth Floor

drawing no. **DA1007**
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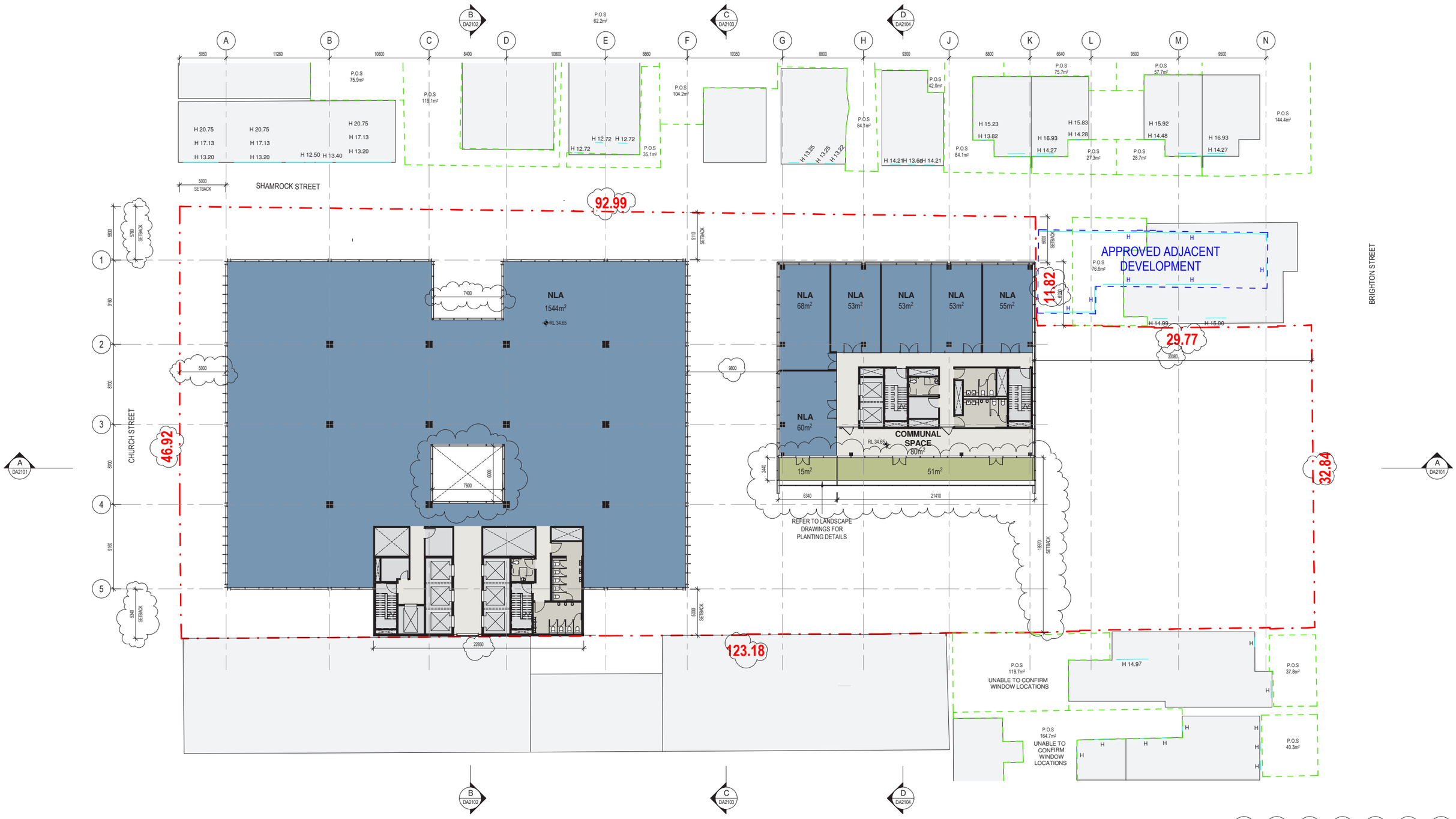
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drawing
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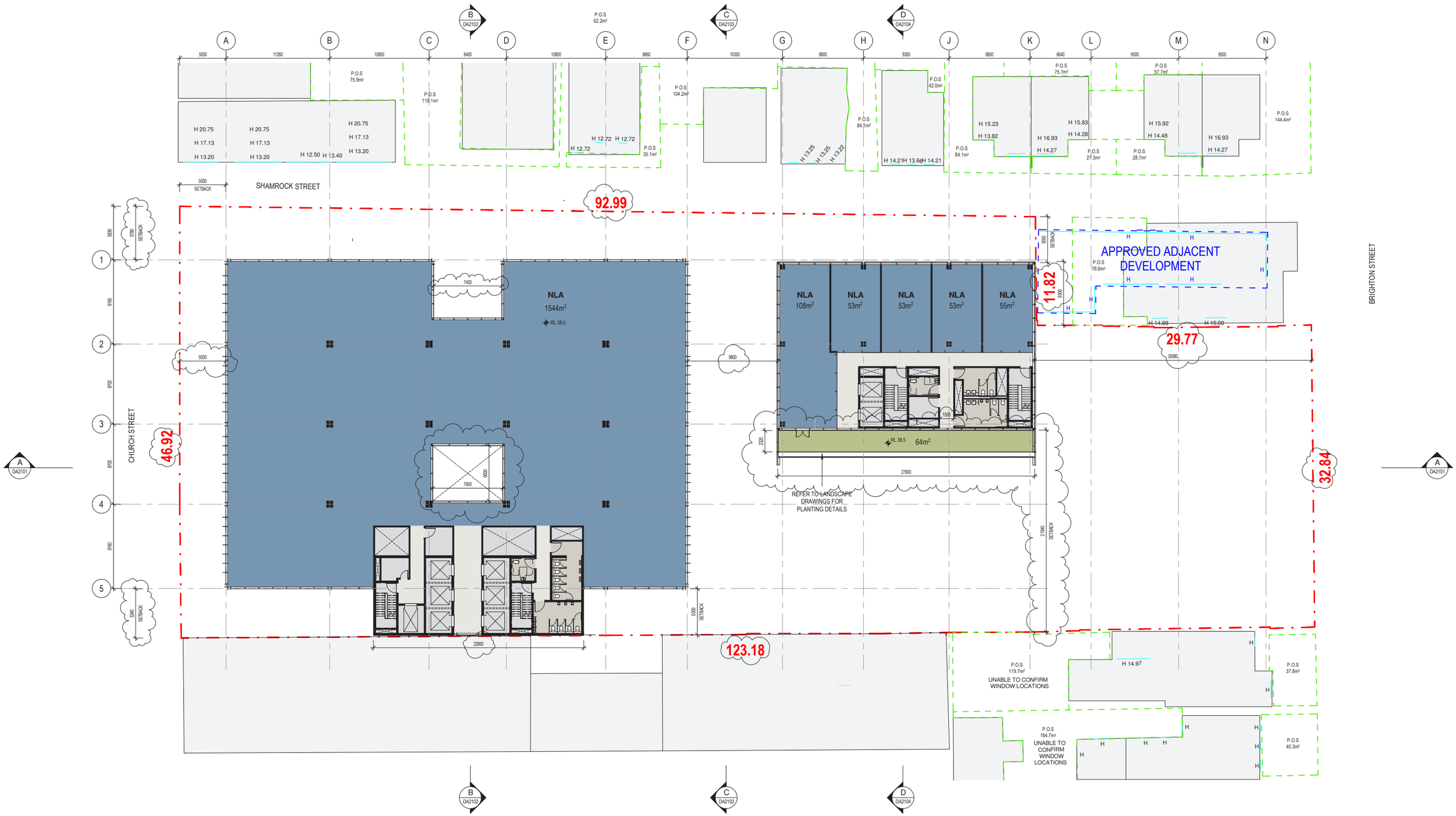
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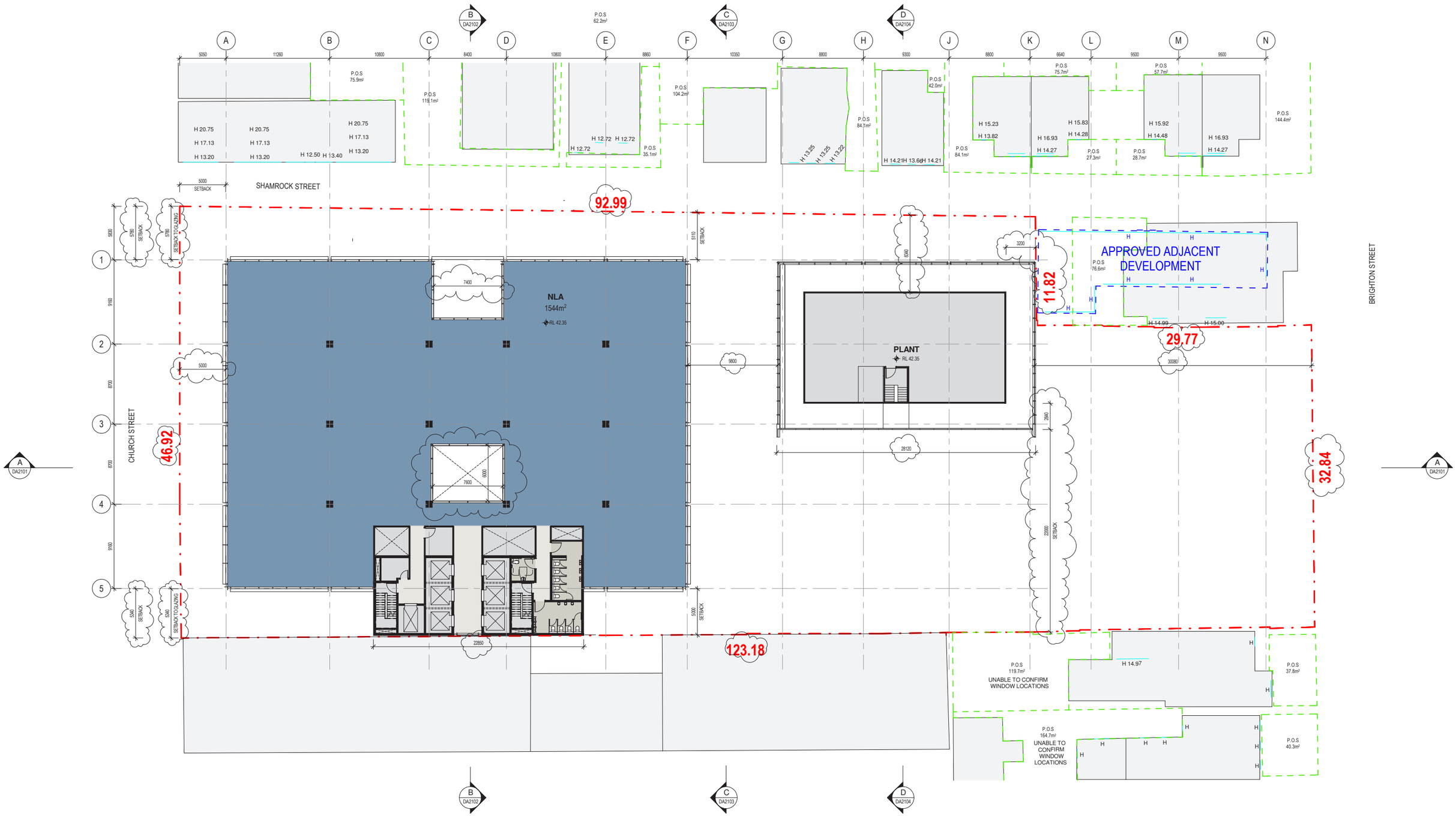
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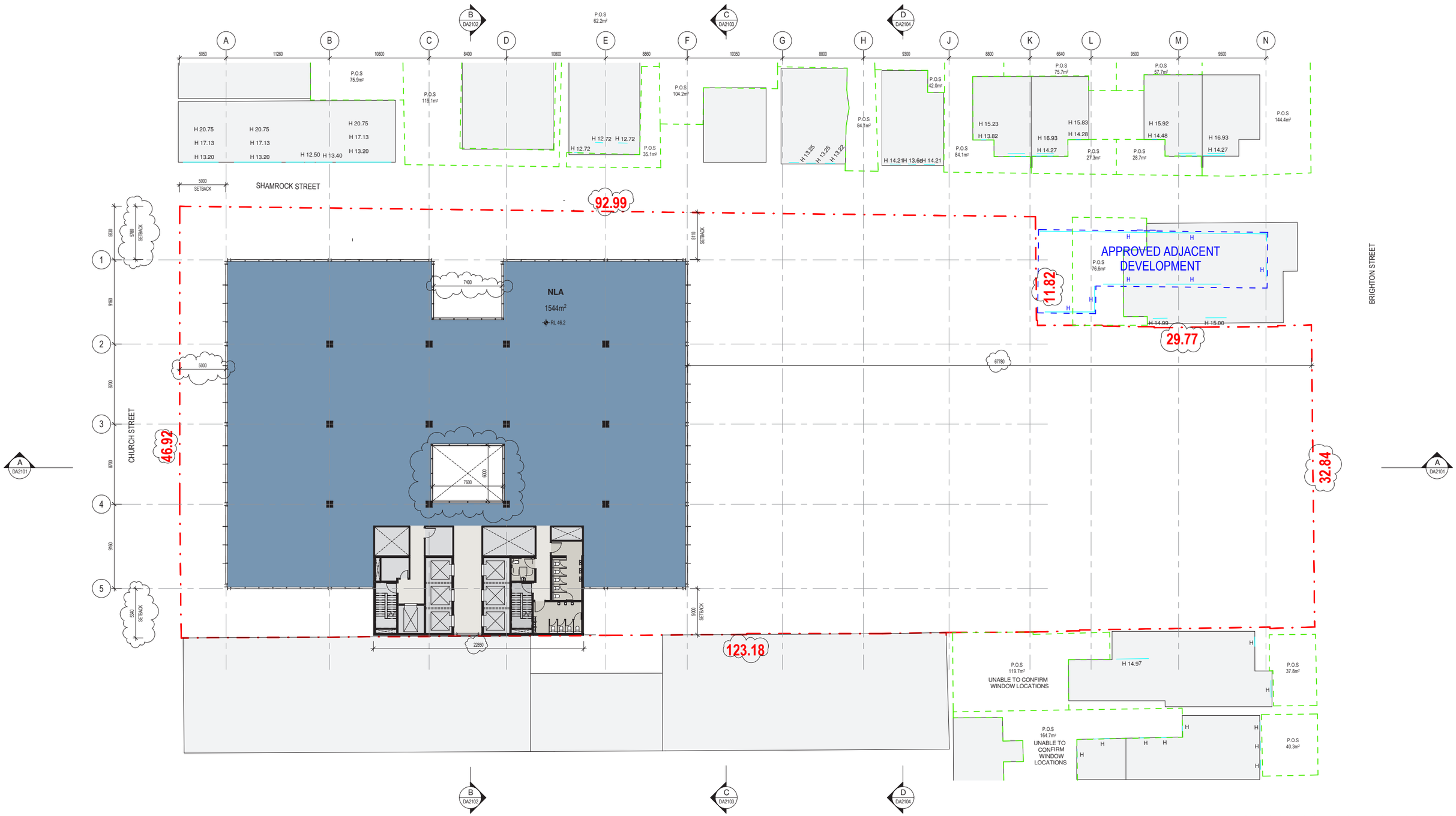
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drawing
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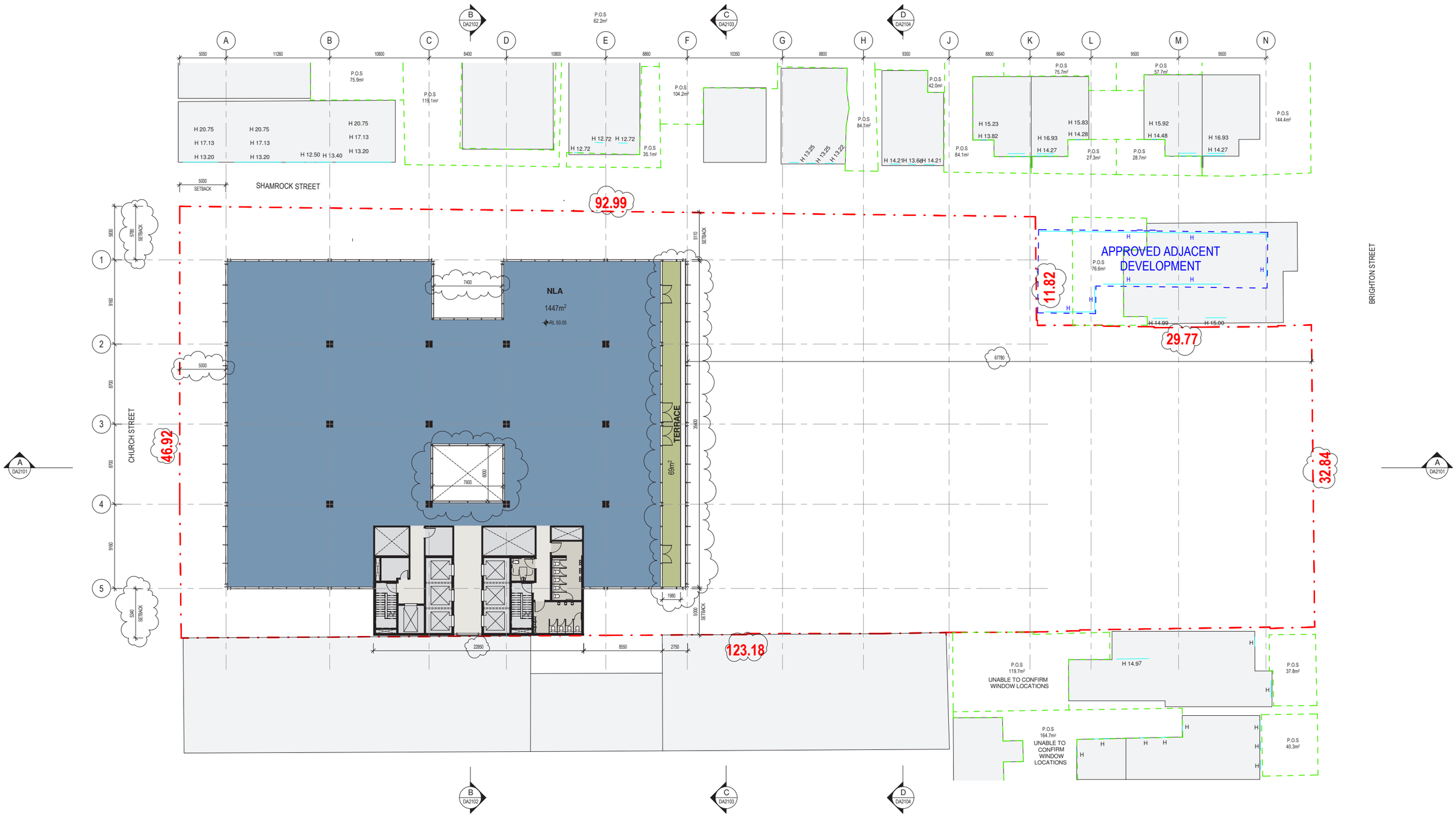
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drawing
L-09 - Ninth Floor

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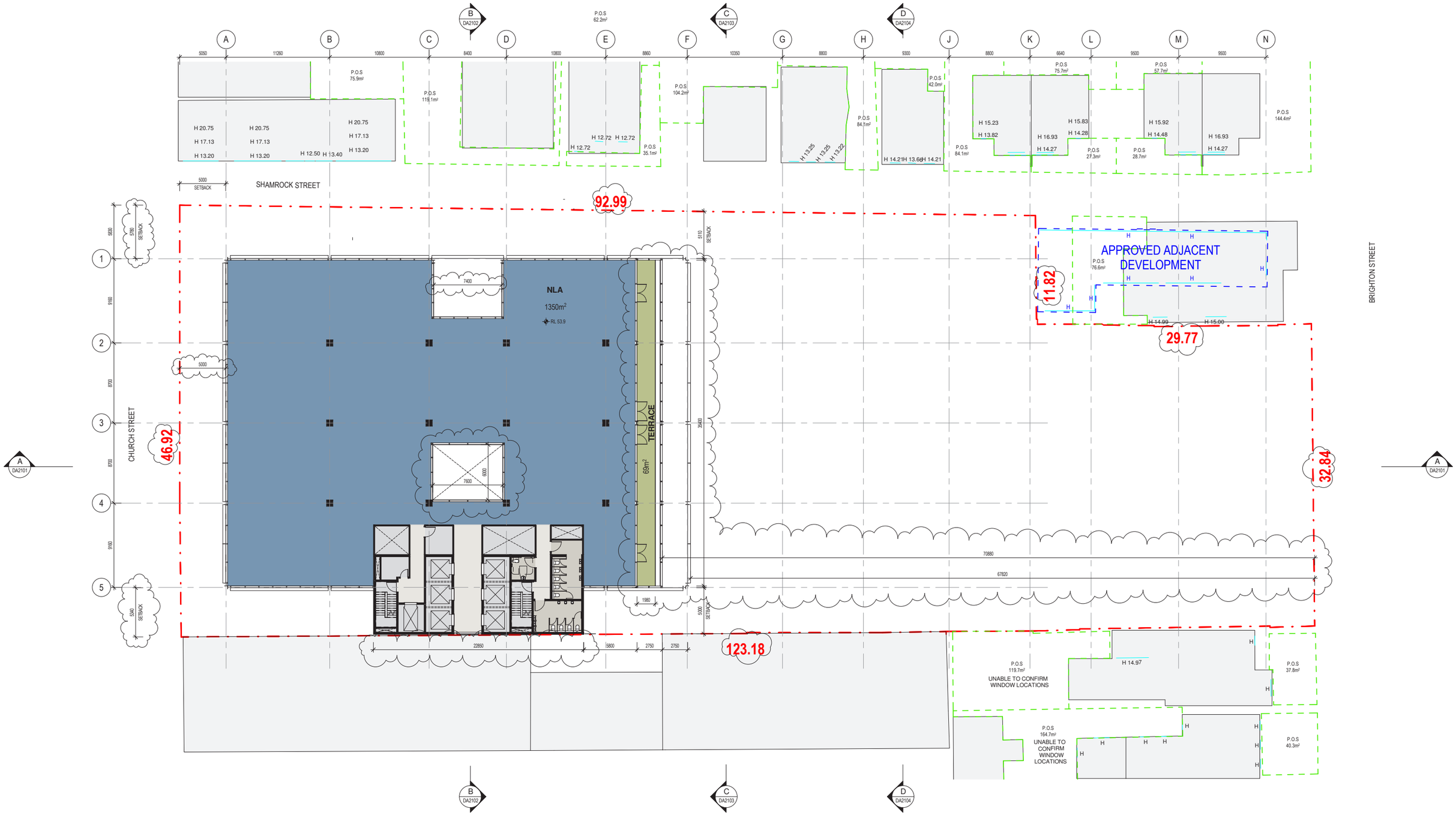
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drawing

L-10 - Tenth Floor

drawing no.	issue
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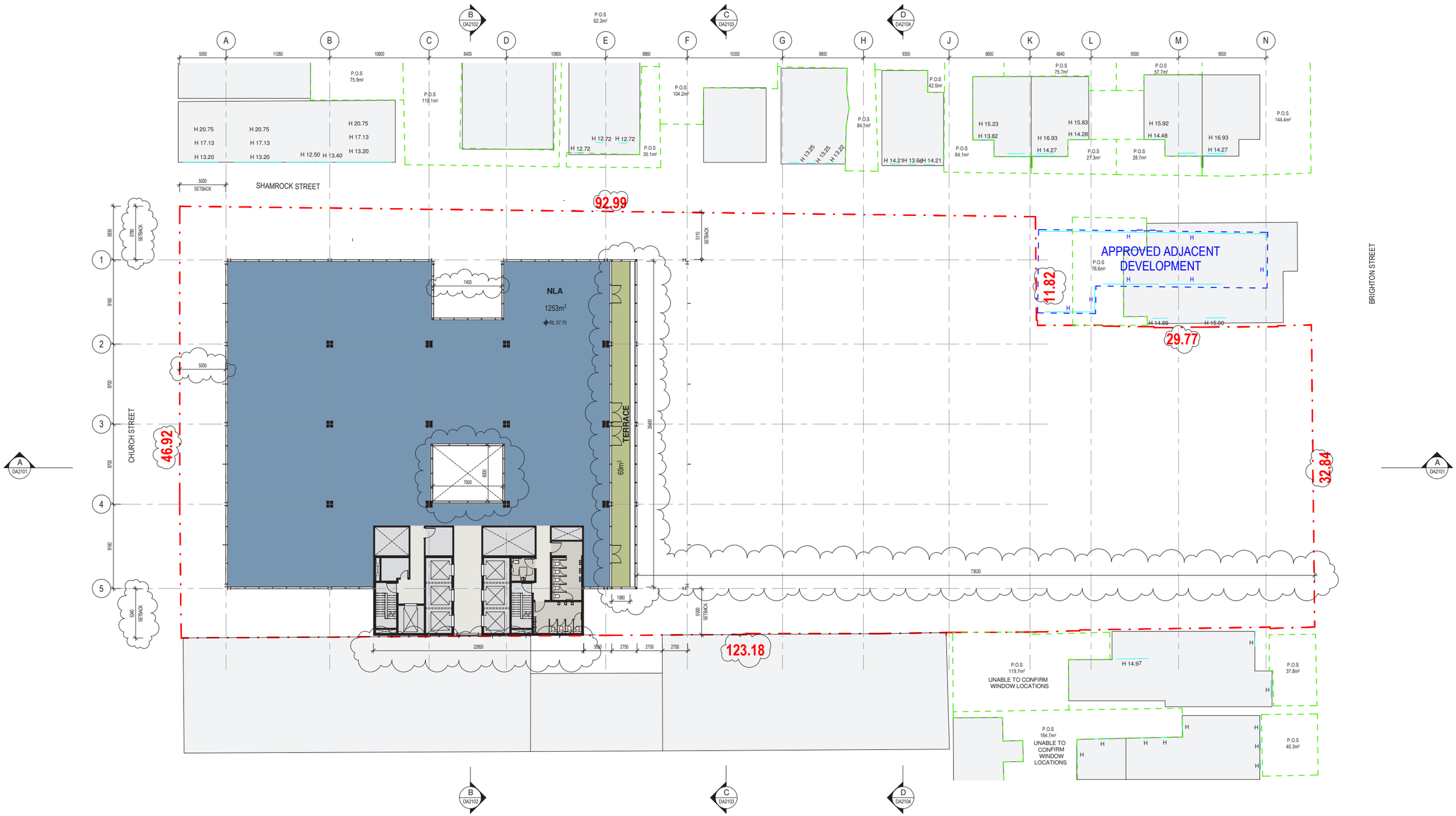
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drawing
L-11 - Eleventh Floor

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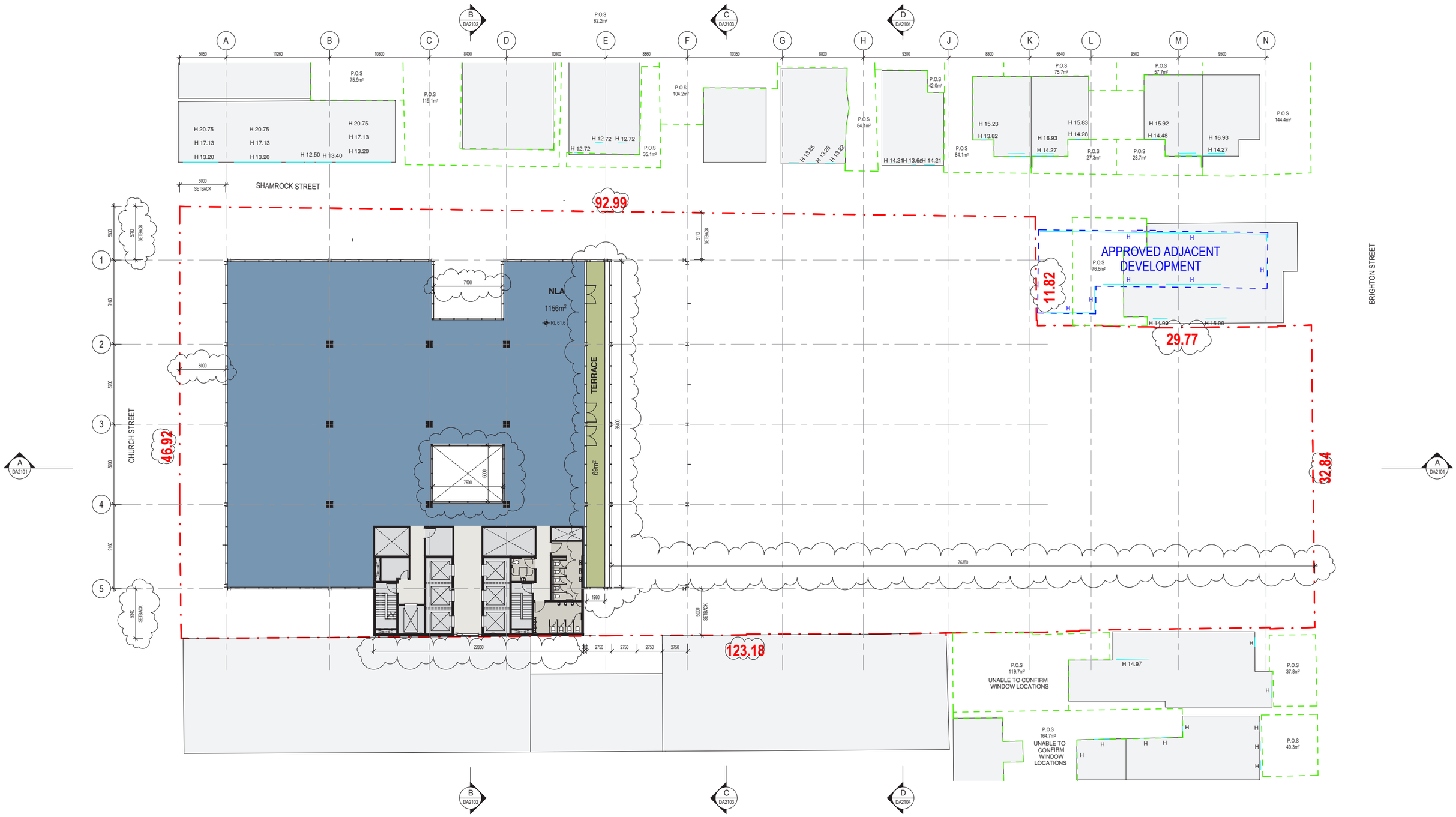
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drawing
L-12 - Twelveth Floor

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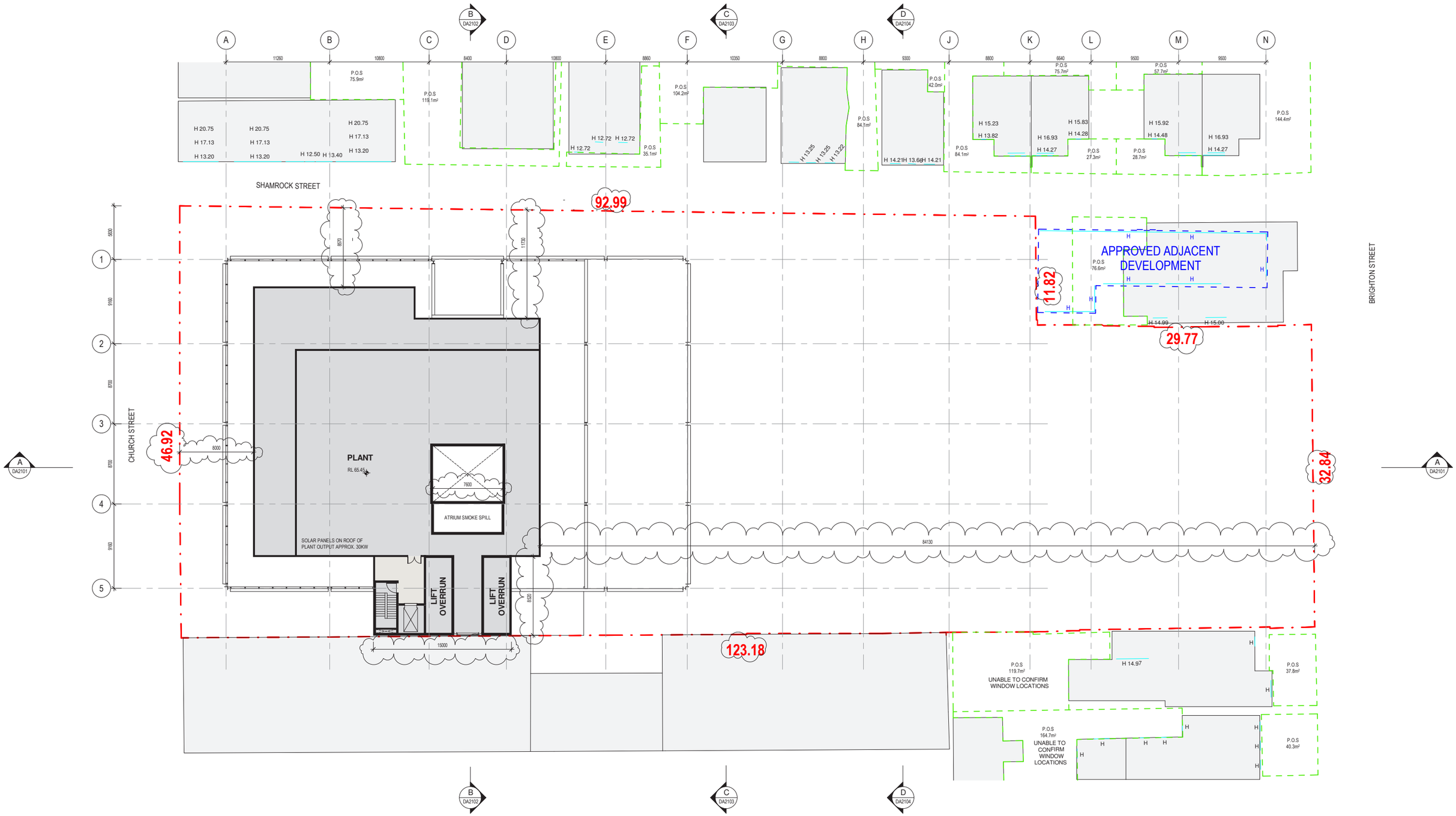
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drawing
L-13 - Thirteenth Floor

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project
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drawing
L-Roof - Building A Roof

drawing no. **DA1017**

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3.1 Area Schedule

Building A

Basement

LEVEL	R.L.	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	TERRACE / EXTERNAL m²	EOT m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES/ RESTRICTED RETAIL PREMISES	RENTABLE MTG ROOMS m²		FLOOR TO FLOOR HEIGHT	CAR PARKING GFA m²	CAR SPACES (inc. TANDEMS)
Basement 2	4.15	Carpark	4,290	3,897	393									2.80	3,897	121
Basement 1	6.95	Carpark	4,290	3,703	587									2.80	3,703	96
		TOTAL	**8,580**	**7,600**	**980**									**5.60**	**7,600**	**217**

Podium

Ground	10.40	Retail/Lobby/EOT	2,561	1,739	1,169	0	0	822		570	276		0%	5.00		
Level 01	15.40	Office	2,236	1,965	375	1,590	210	0					81%	3.85		
Level 02	19.25	Office	2,360	2,057	350	1,707	145	82					83%	3.85		
Level 03	23.10	Office	2,291	2,003	347	1,656	154	57					83%	3.85		
		TOTAL	**9,448**	**7,764**	**2,241**	**4,953**	**509**	**961**		**570**	**276**		**64%**	**16.55**	**0**	**0**

Tower

Level 04	26.95	Office	2,176	1,822	278	1,544	46	307					85%	3.85		
Level 05	30.80	Office	1,868	1,821	277	1,544	46						85%	3.85		
Level 06	34.65	Office	1,868	1,821	277	1,544	46						85%	3.85		
Level 07	38.50	Office	1,868	1,821	277	1,544	46						85%	3.85		
Level 08	42.35	Office	1,868	1,821	277	1,544	46						85%	3.85		
Level 09	46.20	Office	1,868	1,821	277	1,544	46						85%	3.85		
Level 10	50.05	Office	1,868	1,724	277	1,447	46	97					84%	3.85		
Level 11	53.90	Office	1,771	1,627	277	1,350	46	97					83%	3.85		
Level 12	57.75	Office	1,674	1,530	277	1,253	46	97					82%	3.85		
Level 13	61.60	Office	1,577	1,433	277	1,156	46	97					81%	3.85		
		TOTAL	**18,403**	**17,245**	**2,775**	**14,470**	**463**	**695**					**84%**	**38.50**		

Roof

Roof TBC	65.45	Plant	1,480	159	159									5.00		
Plant Roof TBC	70.45	Plant Roof Line														
		TOTAL	**1,480**	**159**	**159**									**5.00**		

SUMMARY

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	TERRACE / EXTERNAL m²	EOT m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES/ RESTRICTED RETAIL PREMISES	MEETING ROOMS m²	EFFICENCY (NLA / GFA)	BUILDING HEIGHT	PARKING m²	CAR SPACES
BASEMENT	Car Park	8,580	7,600	980									5.60	7,600	217
PODIUM	Lobbies / Drop Off / BOH	9,448	7,764	2,241	4,953	509	961		570	276		64%	16.55		
TOWER	Commercial Office	18,403	17,245	2,775	14,470	463	695					84%	38.50		
ROOF	Plant	1,480	159	159									5.00		
	TOTAL	**37,911**	**32,767**	**6,155**	**19,423**	**972**	**1,657**	**0**	**570**	**276**	**0**		**60.05**	**7,600**	**217**

NOTE:

1. All figures have been based on preliminary information and are subject to verification.
2. GBA ** = Gross Building Area including voids and basement car parking
3. GFA * is calculated in accordance with the Property Council of Australia guidelines
4. NLA *** is calculated in accordance with the Property Council of Australia guidelines as defined in PCA Method of Measurement for Lettable Area - Commercial

Building B

Basement

LEVEL	R.L.	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	TERRACE / EXTERNAL m²	EOT m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES/ RESTRICTED RETAIL PREMISES	RENTABLE MTG ROOMS m²		FLOOR TO FLOOR HEIGHT	CAR PARKING GFA m²	CAR SPACES
Basement 2		Carpark														
Basement 1		Carpark														
		TOTAL														

Podium

Ground	10.50	Retail/Lobby/Carpark/EOTF	1,769	1,251	249	0		518	546	456	0		0%	4.9		
Level 01	15.40	Office	1,286	1,257	241	973		125				43	81%	3.85		
		TOTAL	**3,055**	**2,508**	**490**	**973**		**643**	**546**	**456**	**0**	**43**	**39%**	**8.75**	**0**	**0**

Tower

Level 02	19.25	Office	1,286	924	217	707		356					76%	3.85		
Level 03	23.10	Office	932	844	198	646		82					77%	3.85		
Level 04	26.95	Office	851	760	198	562		82					74%	3.85		
Level 05	30.80	Office	770	676	198	478		82					71%	3.85		
Level 06	34.65	Office	689	605	178	346		82				81	71%	3.85		
Level 07	38.50	Office	580	505	178	327		82					65%	3.85		
		TOTAL	**5,108**	**4,314**	**1,167**	**3,066**		**764**				**81**	**71%**	**23.10**		

Roof

Roof TBC	42.35	Plant	503	11	11									5.00		
Plant Roof TBC	47.35	Plant Roof Line														
		TOTAL	**503**	**11**	**11**									**5.00**		

SUMMARY

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	TERRACE / EXTERNAL m²	EOT m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES/ RESTRICTED RETAIL PREMISES	MEETING ROOMS m²	EFFICENCY (NLA / GFA)	BUILDING HEIGHT	PARKING m²	CAR SPACES
BASEMENT	Car Park														
PODIUM	Lobbies / Drop Off / BOH	3,055	2,508	490	973		643	546	456	0	43	40%	8.75		
TOWER	Commercial Office	5,108	4,314	1,167	3,066		764				81	73%	23.10		
ROOF	Plant	503	11	11									5.00		
	TOTAL	**8,665**	**6,832**	**1,668**	**4,039**	**0**	**1,408**	**546**	**456**	**0**	**123**		**36.85**		

NOTE:

1. All figures have been based on preliminary information and are subject to verification.
2. GBA ** = Gross Building Area including voids and basement car parking
3. GFA * is calculated in accordance with the Property Council of Australia guidelines
4. NLA *** is calculated in accordance with the Property Council of Australia guidelines as defined in PCA Method of Measurement for Lettable Area - Commercial

3.1 Area Schedules

Building C (Childcare)

992m² Site Area

LEVEL	PROGRAM	R.L.	Floor to Floor Height m	GBAm² **	GFAm² *	CORE / CIRC m²	NLAm² ***	EXTERNAL m²	OUTDOOR PLAY SPACE m²	CHILDREN (1 per 13m²)	BOH	EFFICENCY	CAR PARKING GFAm²	CAR SPACES
Basement 01	Carpark	8.85	2.80	992	838	154					68		770	24
Ground	Childcare / Drop-off	11.65	3.85	992	437	32	405	314	203	31	0	93%		
Level 01	Childcare	15.50	3.85	604	497	55	442		108	34		89%		
Level 02	Childcare	19.35	3.85	484	513	55	458			35		89%		
Level 03	Childcare	23.20	3.85	470	55	55			389					
Roof	Childcare	27.05	5.00	336	23	23					55			
	TOTAL		**20.40**	**3,878**	**2,363**	**374**	**1,305**	**314**	**700**	**100**	**123**		**770**	**24**

NOTE:

1 Areas calculated on the basis that 1 child requires 13m2 internal space and 7m2 external space. This rate is calculated from precedent projects and is indicative only

2 Core / Circulation is estimated area of circulation core only and are not inclusive of other back of house facilities

3 All figures have been based on preliminary information and are subject to verification

4 The material contained herein is indicative only and may be subject to approval by the responsible authority(s), or other factors beyond the control of Architectus; receiving parties should not use this material to form the basis of any financial feasibility, contractual negotiation or sale documents.

* 5 GFA is calculated in accordance with the Property Council of Australia guidelines.

*** 6 NLA is calculated in accordance with the Property Council of Australia guidelines as defined in PCA Method of Measurement for Lettable Area - Commercial

** 7 GBA = Gross Building Area including voids and basement car parking

Building "A"

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	TERRACE / EXTERNAL m²	EOT m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES/ RESTRICTED RETAIL PREMISES	RENTABLE MTG ROOMS m²	BUILDING HEIGHT	CAR PARKING GFA m²	CAR SPACES
BASEMENT	Car Park	8,580	7,600	980								5.60	7,600	217
PODIUM	Lobbies / Drop Off / BOH	9,448	7,764	2,241	4,953	509	961		570	276	0	16.55		
TOWER	Commercial Office	18,403	17,245	2,775	14,470	463	695					38.50		
ROOF	Commercial Office	1,480	159	159								5.00		
	TOTAL	**37,911**	**32,767**	**6,155**	**19,423**	**972**	**1,657**		**570**	**276**	**0**	**60.05**	**7,600**	**217**

Building "B"

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	TERRACE / EXTERNAL m²	EOT m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES/ RESTRICTED RETAIL PREMISES	RENTABLE MTG ROOMS m²	BUILDING HEIGHT	CAR PARKING GFA m²	CAR SPACES
BASEMENT	Car Park													
PODIUM	Lobbies / Drop Off / BOH	3,055	2,508	490	973		643	546	456	0	43	8.75		
TOWER	Commercial Office	5,108	4,314	1,167	3,066		764				81	23.10		
ROOF	Commercial Office	503	11	11								5.00		
	TOTAL	**8,665**	**6,832**	**1,668**	**4,039**	**0**	**1,408**	**546**	**456**	**0**	**123**	**36.85**		

Building "C"

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	EXTERNAL m²	OUTDOOR PLAY SPACE m²	BUILDING HEIGHT	CAR PARKING GFA m²	CAR SPACES
BASEMENT	Car Park	992	948	222					3	770	24
BUILDING ('PODIUM')	Childcare Facilities	2,550	1,469	197	1,305		314	700	0.00		
ROOF	Childcare Facilities	336	23	23					20.40		
	TOTAL	**3,878**	**2,440**	**442**	**1,305**		**314**	**700**	**20.40**	**770**	**24**

SUMMARY

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	TERRACE / EXTERNAL m²	EOT m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES/ RESTRICTED RETAIL PREMISES	MEETING ROOMS m²	BUILDING HEIGHT (BUILDING A)	CAR PARKING GFA m²	CAR SPACES
BASEMENT	Car Park	9,572	8,548	1,202								5.60	8,370	241
PODIUM	Lobbies / Drop Off / BOH	15,053	11,741	2,928	7,231	509	2,619	546	1,026	276	123	16.55		
TOWER	Commercial Office	23,510	21,558	3,942	17,536	463	1,460					38.50		
ROOF	Commercial Office	2,318	193	193								5.00		
	TOTAL	**50,454**	**42,040**	**8,265**	**24,767**	**972**	**4,078**	**546**	**1,026**	**276**	**123**	**60.05**	**8,370**	**241**

NOTE:

1 All figures have been based on preliminary information and are subject to verification.

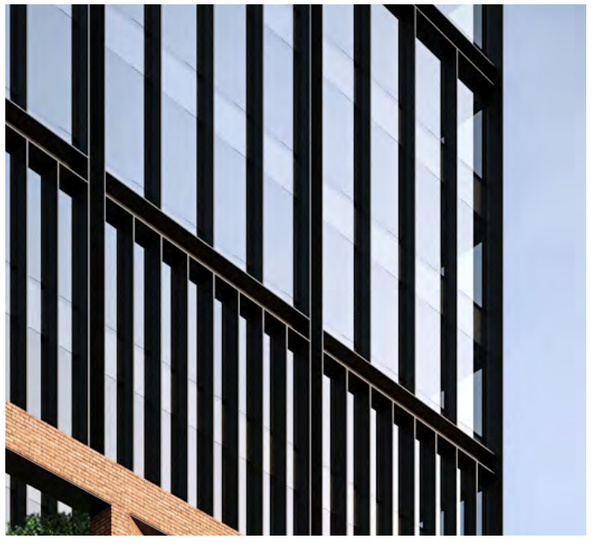
2 GBA ** = Gross Building Area including voids and basement car parking

3 GFA * is calculated in accordance with the Property Council of Australia guidelines

4 NLA *** is calculated in accordance with the Property Council of Australia guidelines as defined in PCA Method of Measurement for Lettable Area - Commercial



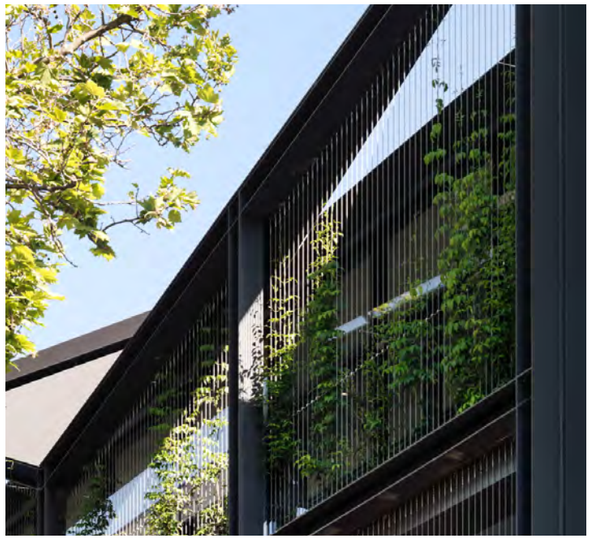
Translucent silver-grey glass - FT01, FT02, FT02A. FT04, FT04A, FT04B



Translucent silver-grey glass - FT01, FT02, FT02A. FT04, FT04A, FT04B



Red brick facade - FT05, FT06



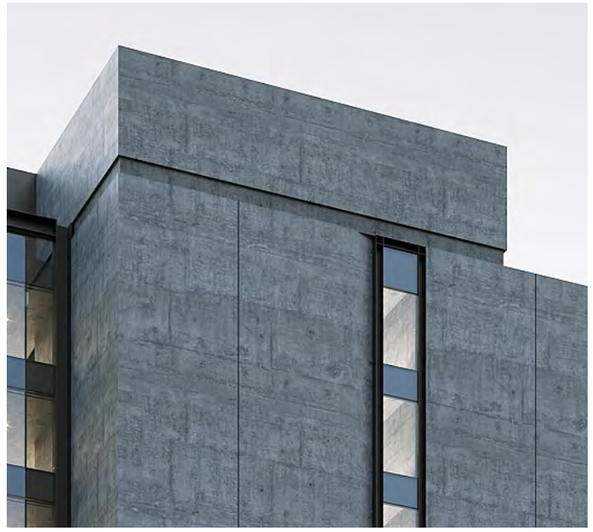
Black metal frame with planting infill as indicated - FT06



Translucent silver glass- FT07



Shopfront glass - FT08



Pre-cast concrete with applied texture - FT09



Concrete base - FT13

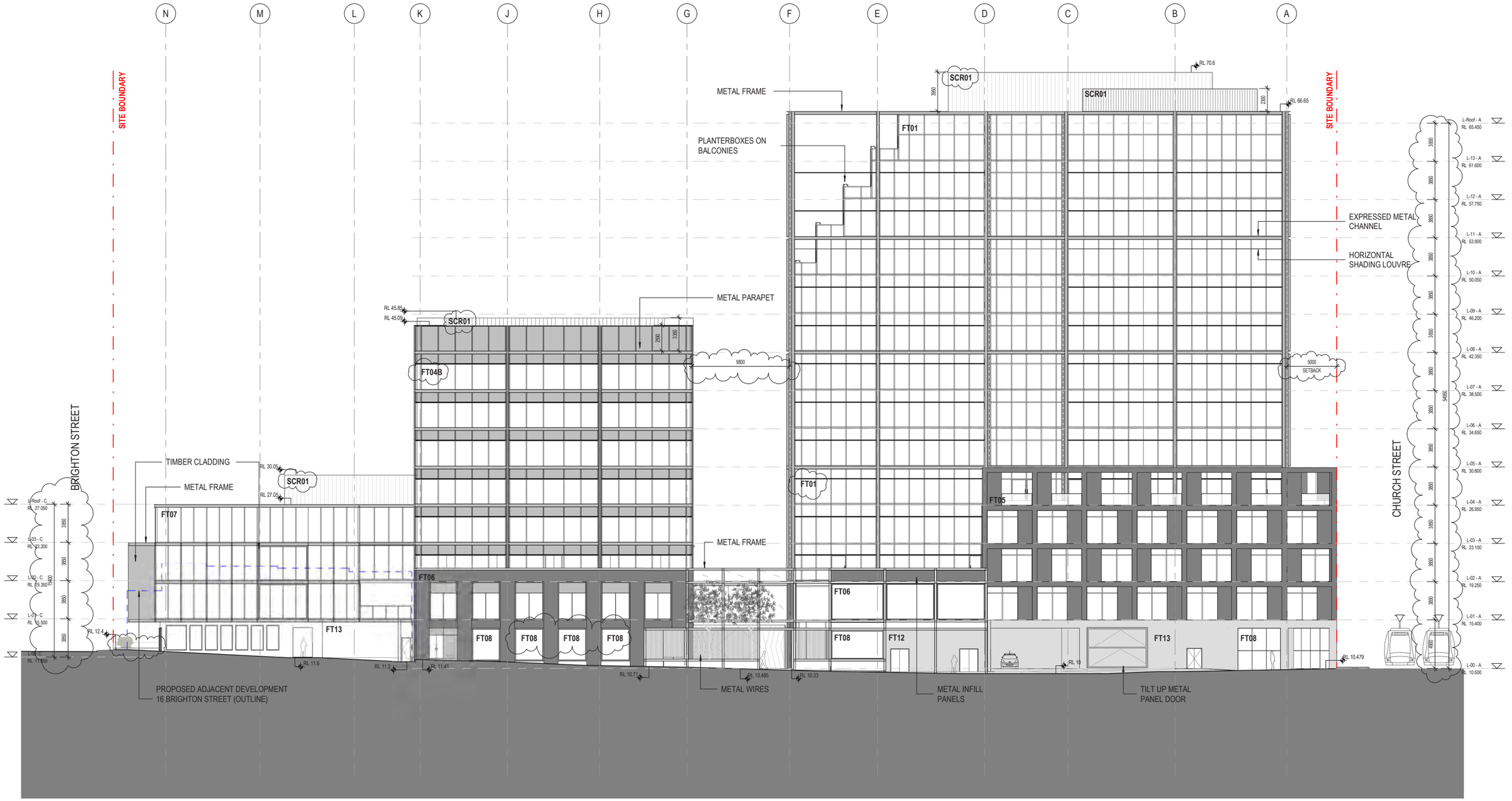
3.2 Material Schedule

Material Schedule

		UDPATED DESCRIPTION
FT01	Building A north tower façade	Translucent silver - grey glass. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel. Expressed black metal channels as indicated in drawings, horizontal black metal shading louvres. Continuous glazed finish to balustrades.
FT02	Building A east + west tower façade	Translucent silver - grey glass. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel. Expressed black metal channels as indicated in drawings, vertical black metal shading louvres. Continuous glazed finish to balustrades.
FT02A	Building A south tower façade	Translucent silver - grey glass. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel. Expressed black metal channels as indicated in drawings. Continuous glazed finish to balustrades.
FT03	Podium - west façade	Translucent silver - grey glass. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel.
FT04	Building B south façade	Translucent silver - grey glass. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel with expressed galvanized metal finish. Clear glass balustrade with minimal framing.
FT04A	Building B east + west façade	Translucent silver - grey glass. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel with expressed black metal finish. Vertical fins as indicated on drawings
FT04B	Building B north façade	Translucent silver - grey glass. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel with expressed black metal finish. Expressed black metal channels as indicated in drawings, horizontal black metal shading louvres.
FT05	Building A podium façade	Brick façade with glazed windows. Angled brick recesses as indicated in drawings. Structurally glazed blind mullions, shadowbox spandrel panel. Clear glass baulstrade as indicated with integrated landscape planter.
FT05A	Brick podium façade	Precast concrete façade panels with brick slip finish. Panel breakup set as per FT05 window breakup
FT06	Podium façade	Black metal framed façade with glazed and brick infill as indicated in drawings. Where glazing occurs - structurally glazed blind mullions, shadowbox spandrel panel.
FT07	Building C façade	Translucent silver glass. Structural window wall system with blind mullions and high performance IGU. Integrated shadowbox spandrel panel. Expressed metal channels as indicated in drawings, vertical galvanized metal shading fins. Timber infill panels as indicated on drawings.
FT08	Shopfront glazing	Clear shopfront glazing at ground level. Clear glass, structurally glazed blind mullionss. Door types as indicated on drawings.
FT09	Building A core	Precast concrete walls with expressed joints and applied Reckli Form-Liner texture. Expressed joints as indicated on elevations. Dark grey integral finish.
FT10	South boundary podium treatment	Precast concrete façade panels with brick slip frame achieving façade depth. Panel breakup as indicated in drawings.
FT11	South boundary wall	Precast concrete walls with expressed joints. Joint layouts set out as per elevation drawings, referencing podium façade character. Mid-grey integral finish.
FT12	Infill concrete panel	Black metal framed façade with concrete panel infill as indicated in drawings. Mid-grey integral concrete finish.
FT13	Concrete	Mid-grey integral concrete finish.
FT14	Windows to Building A core	Curtain wall window system with expressed metal frame. Translucent silver - grey glass. Structurally glazed blind mullions and high performance IGU. Integrated shadowbox spandrel panel.

Material Schedule

PB01	Planter box	See landscape drawings for details
FR01	Metal frame	Black finish to building A = B, natural metal finish to Building C
SCR01	Plant screen 1	Fixed vertical louvre system, vertical blades, minimal transparency. Black finish Building A + B, natural metal finish building C
SCR03	Building C mesh	Bespoke steel mesh. Custom oversized diamond grid pattern with galvanized finish.
FEN01	Retractable fence	Sliding fence with single operable swing gate. Stacks to concealed position set within landscaping. Bespoke steel mesh. Custom oversized diamond grid pattern with galvanized finish.
FEN02	Building C fence	Bespoke steel mesh fence to 1800mm height, sitting on mid-grey rendered retaining wall. Custom oversized diamond grid pattern with galvanized finish. Integrated planting.
WAL01	Precast wall	Precast wall built up against existing adjacent shear wall at site boundary. Wall remains lower than existing site condition.



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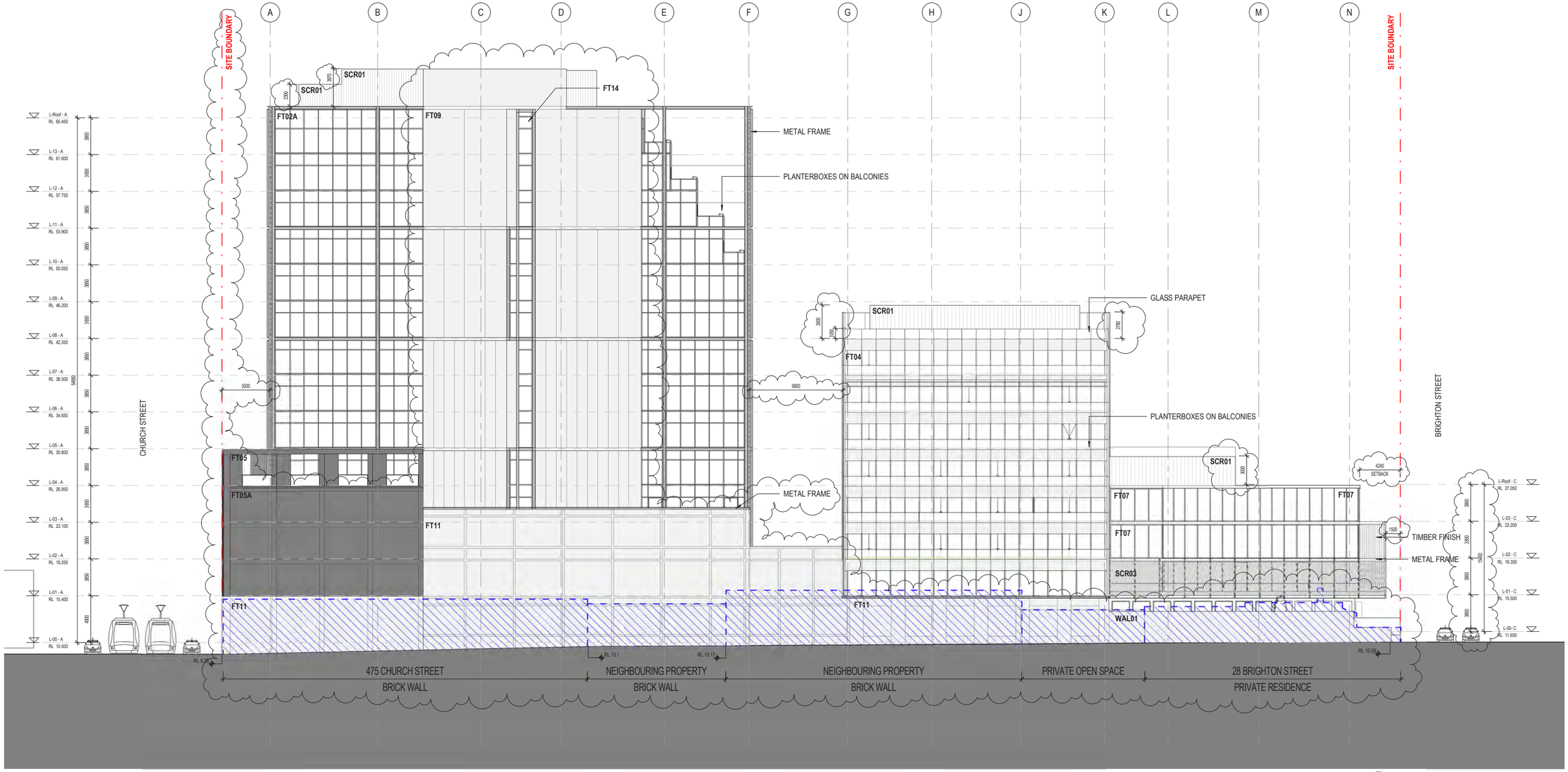
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project
459-471 Church Street, Richmond

drawing
Site Elevation (North)

drawing no. **DA2001**
issue **C**

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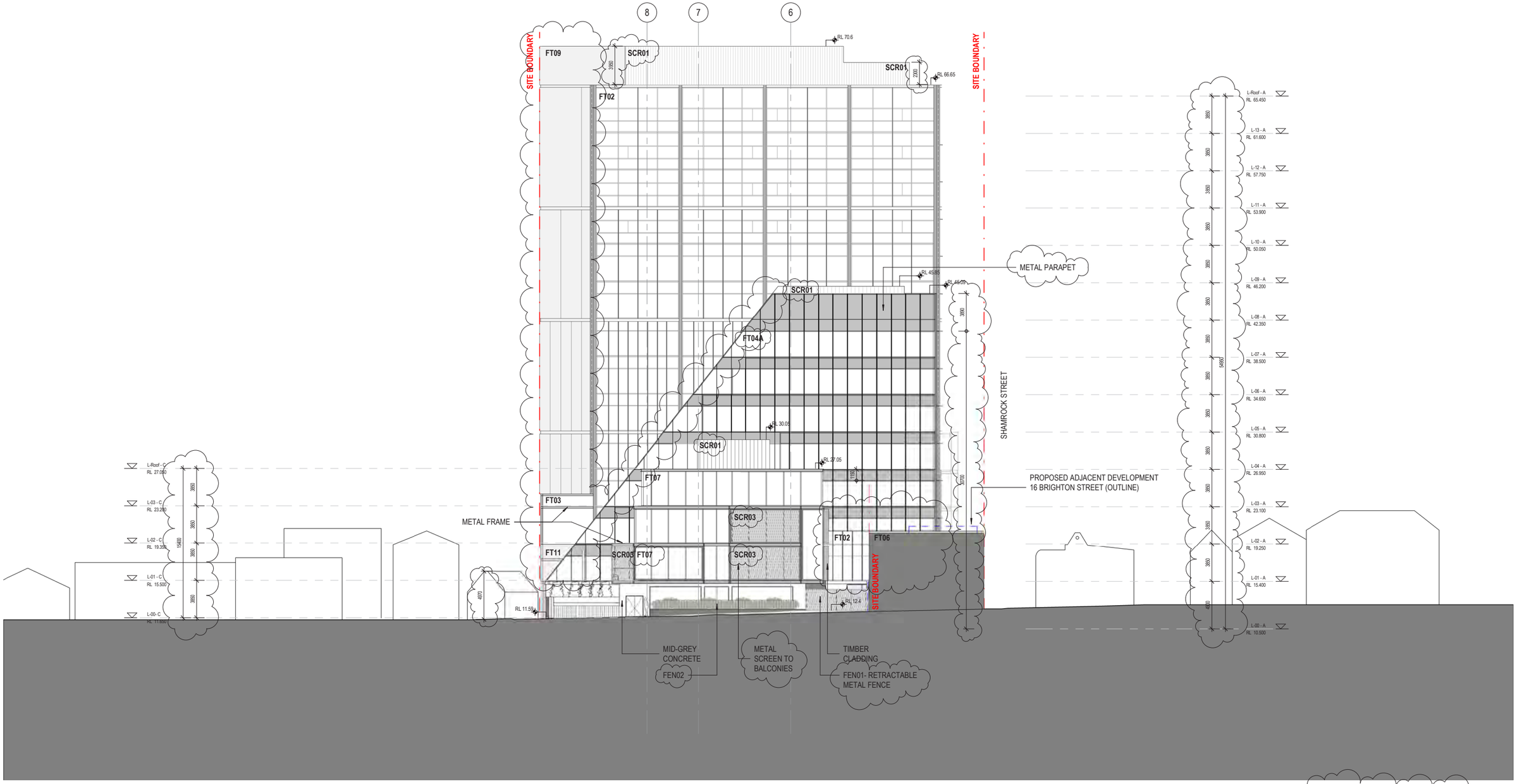
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drawing
Site Elevation (South)

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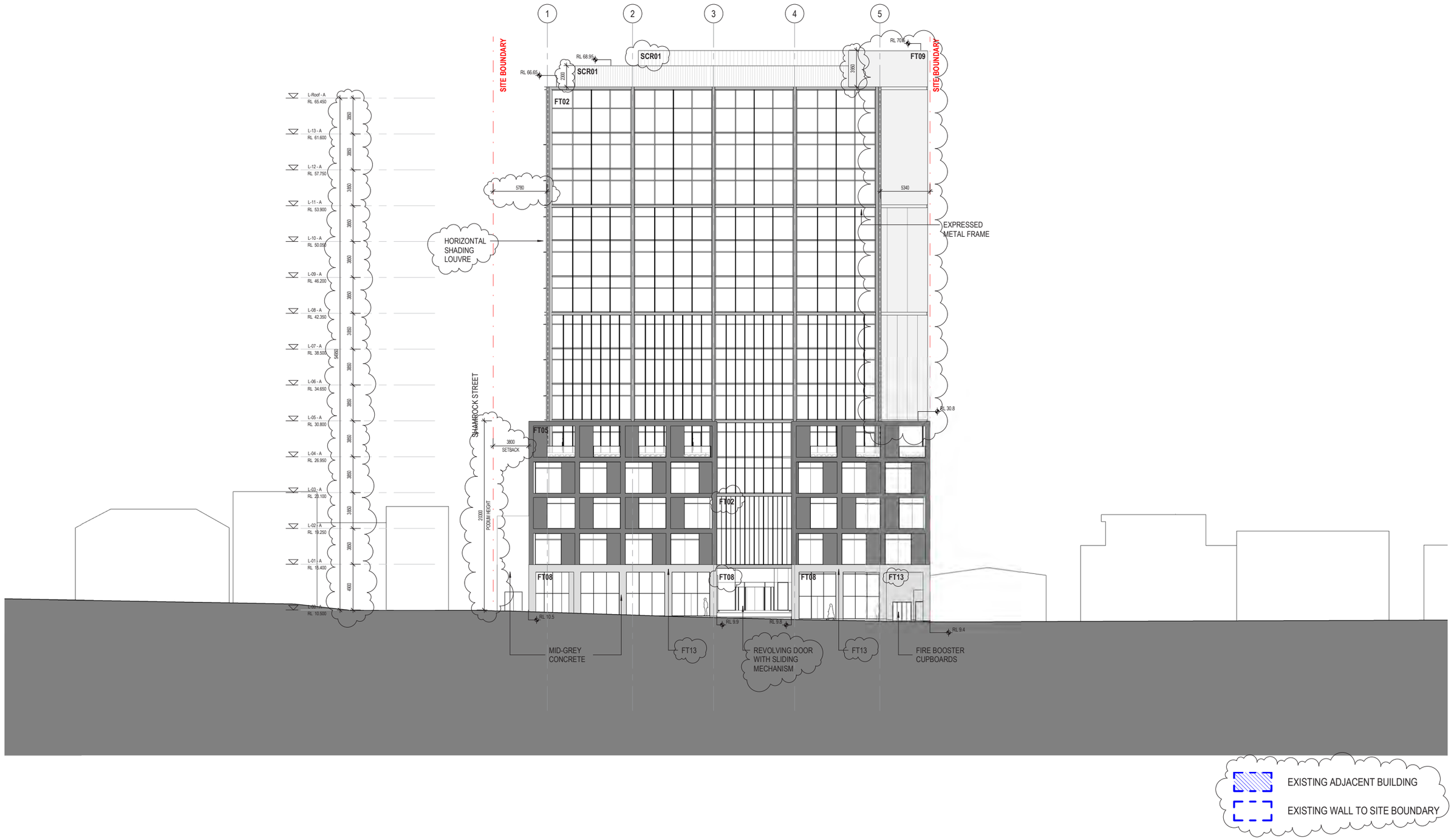
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project
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drawing
Site Elevation (East)

drawing no. **DA2003**
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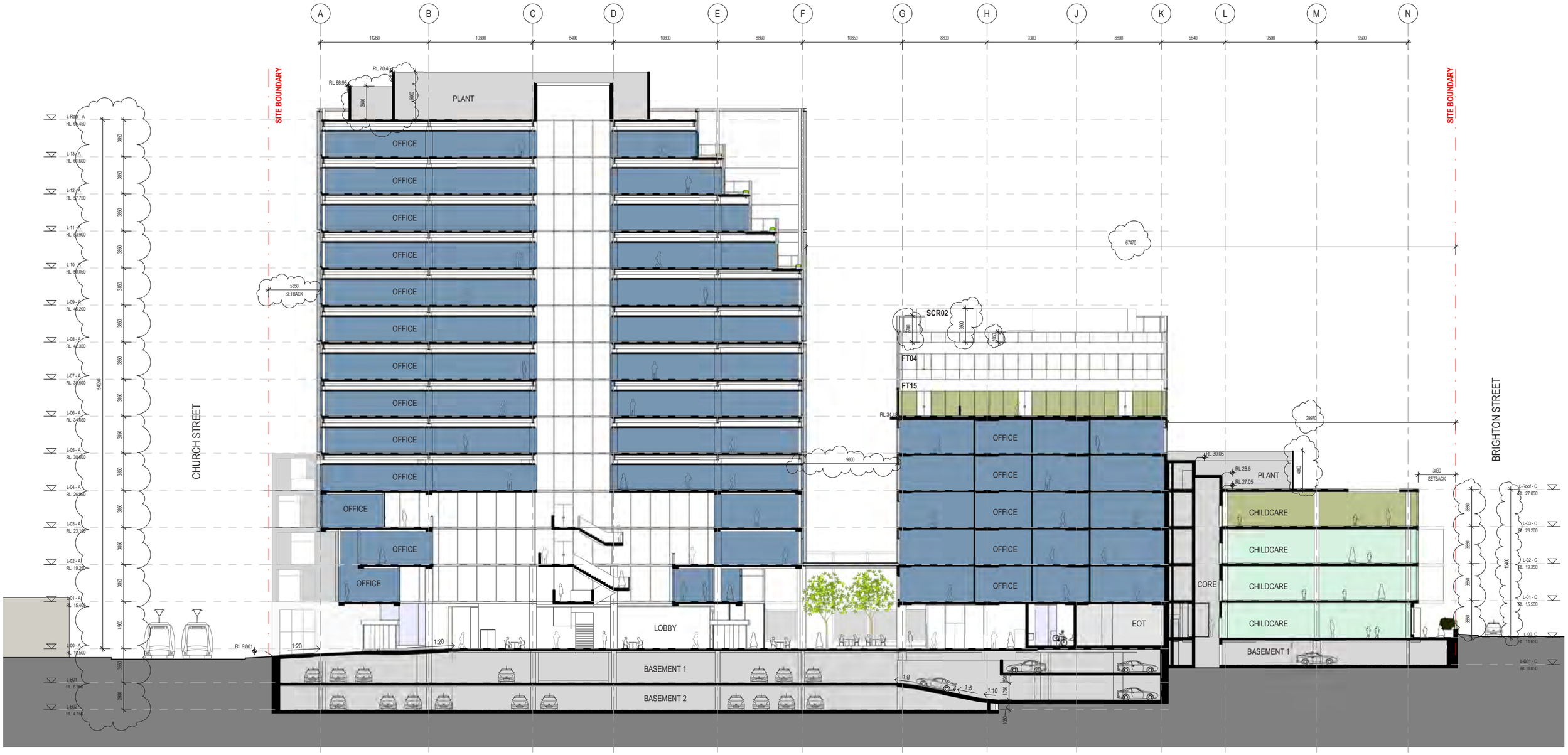
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drawing
Site Elevation (West)

drawing no. **DA2004**

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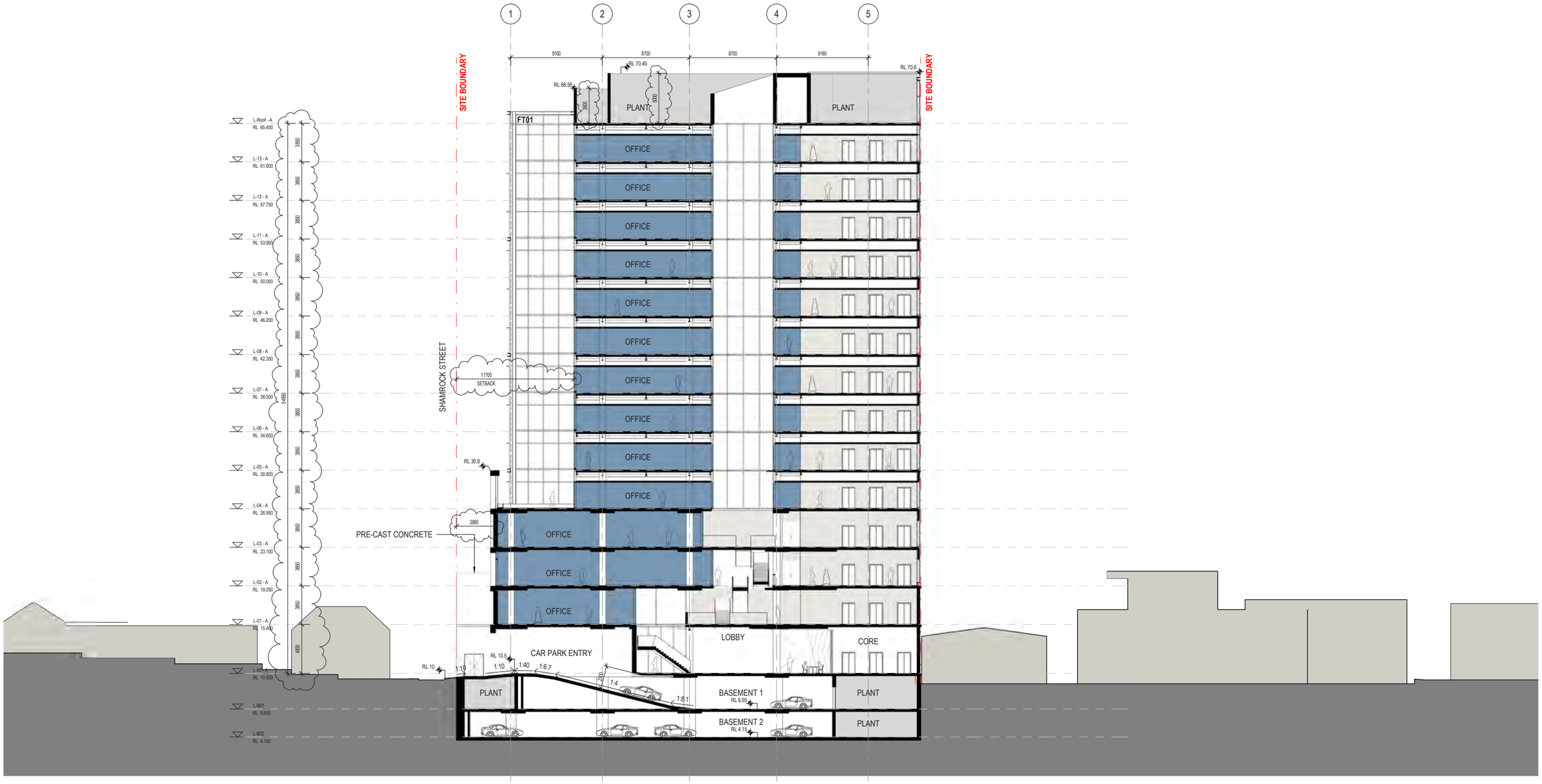
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drawing
Section - A-A

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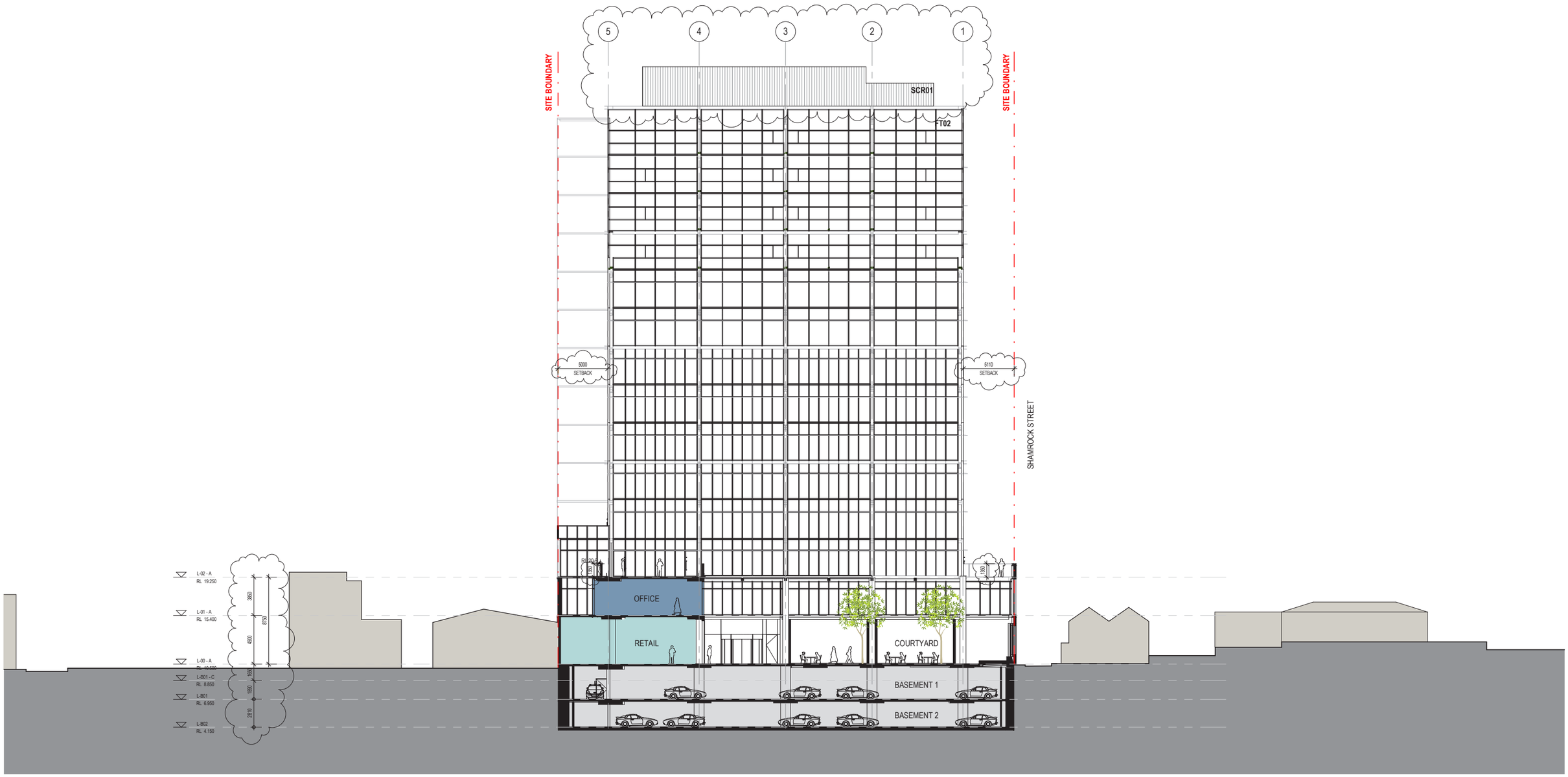
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project
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drawing
Section - B-B

drawing no. **DA2102** | issue **C**

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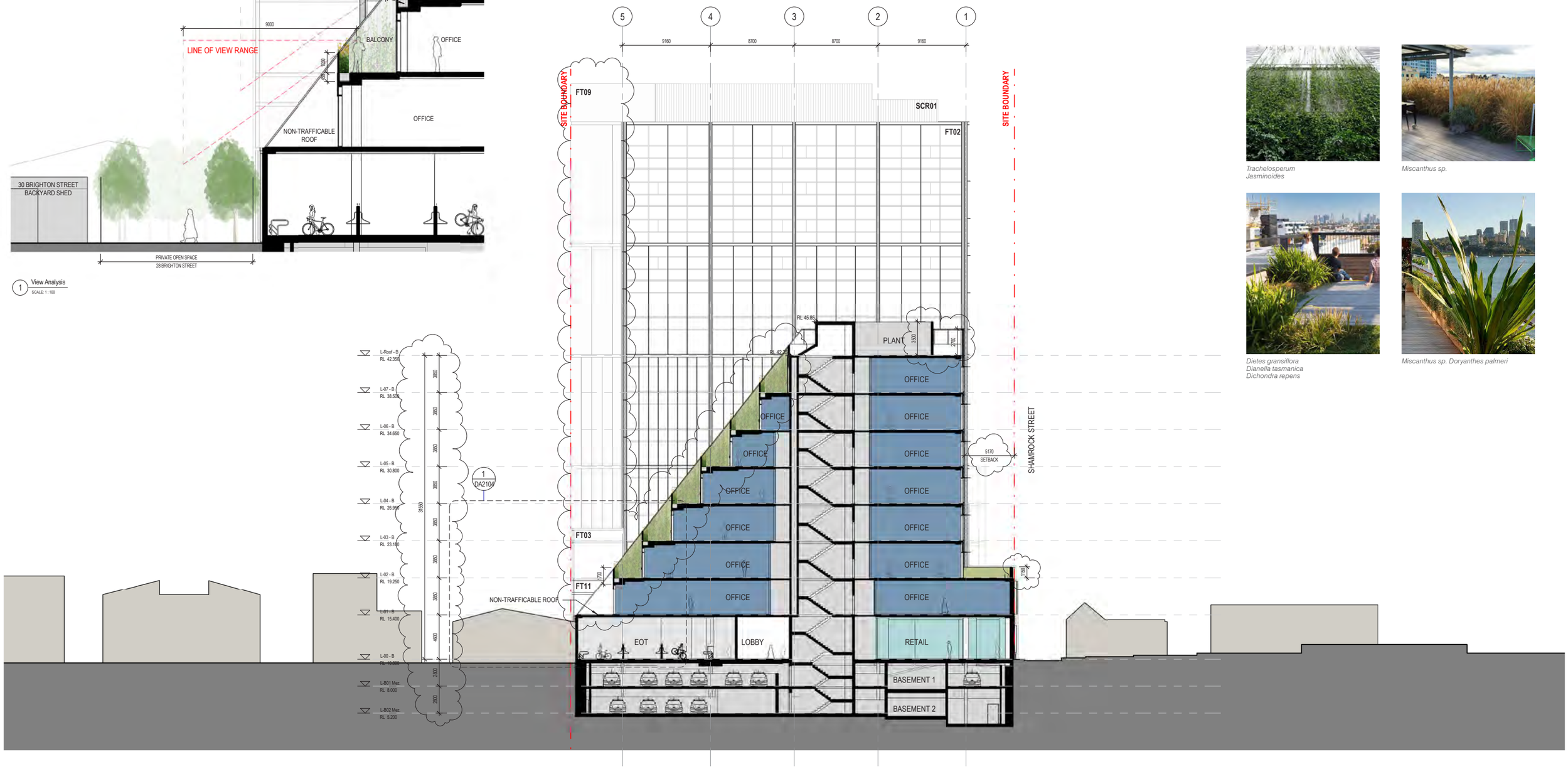
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Section - C-C

drawing no. **DA2103**
issue **C**

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Trachelosperum Jasminoides

Miscanthus sp.

Dietes gransiflora
Dianella tasmanica
Dichondra repens

Miscanthus sp. Doryanthes palmeri

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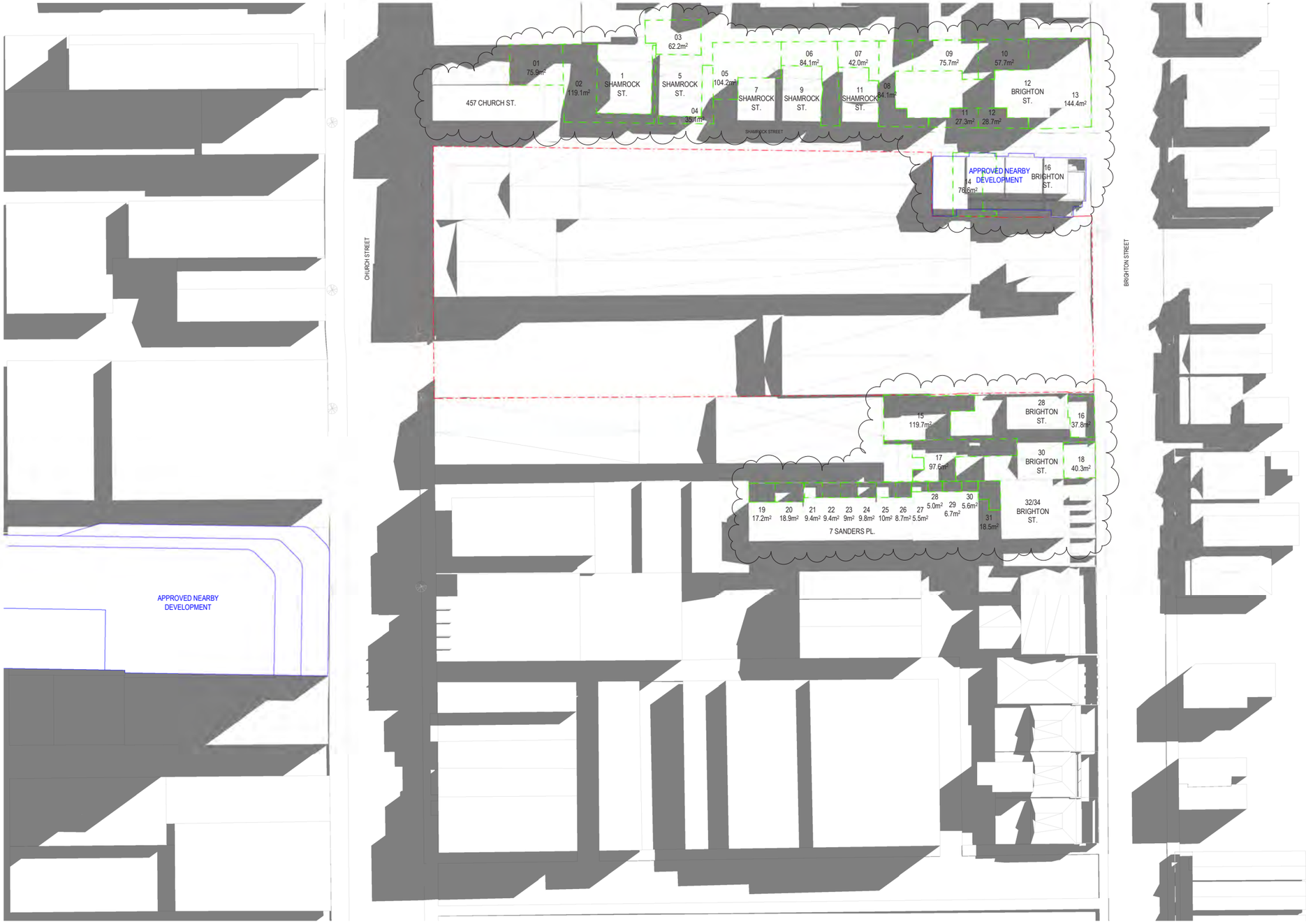
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project
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drawing
Section - D-D

drawing no. **DA2104**
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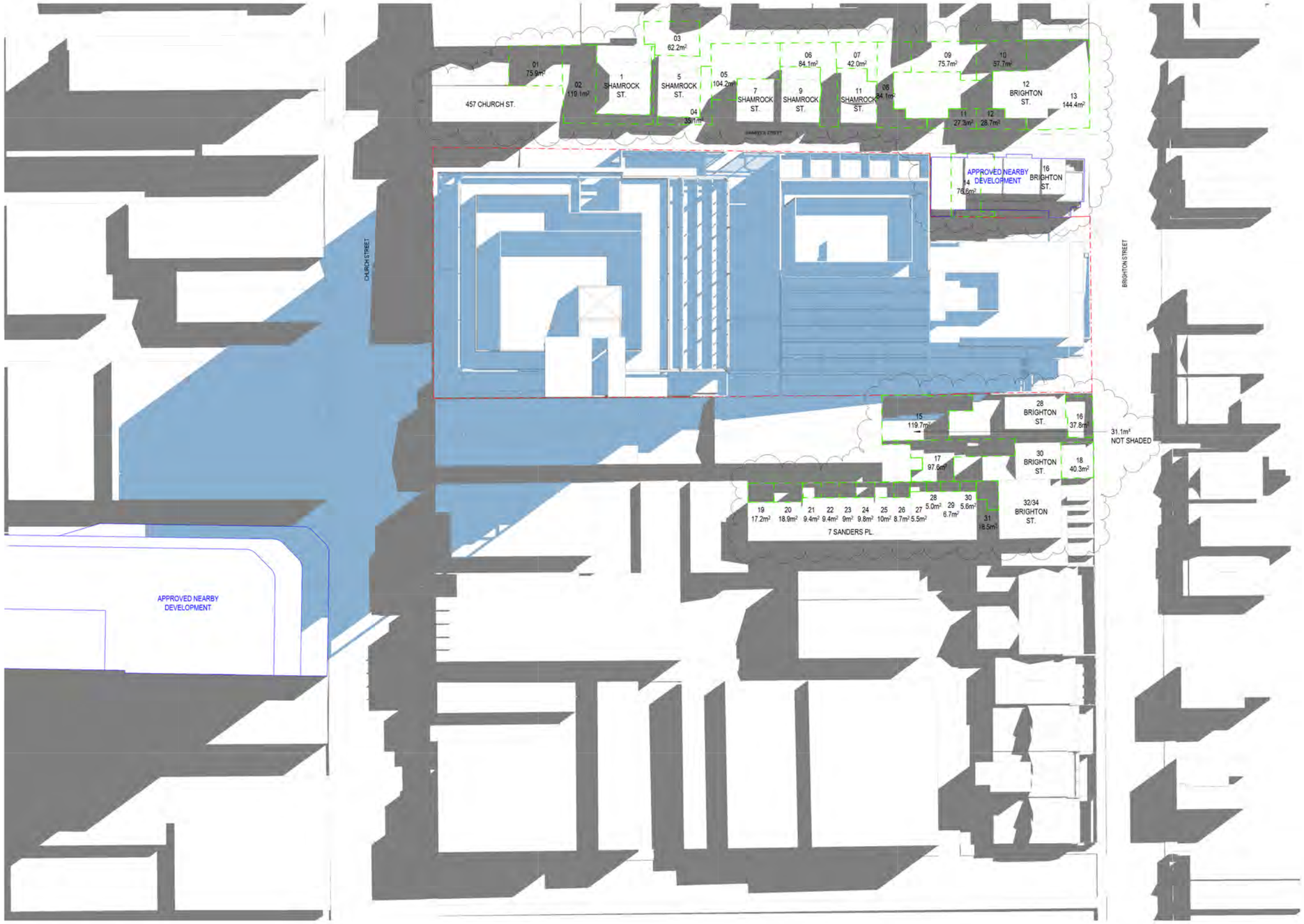
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drawing
Shadow Studies 1

drawing no. **DA2201**
issue **C**

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SHADOW STUDIES COMPARISON - 09:00AM				
NO.	PRIVATE OPEN SPACE AREA (m²)	EXISTING SHADOW (%)	NEW SHADOW (%)	CHANGES (%)
15	119.7	65.7%	74.0%	8.3%



1 ShadowStudy_0900_Proposed_22 Sep
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drawn	TH	project no	170358.00

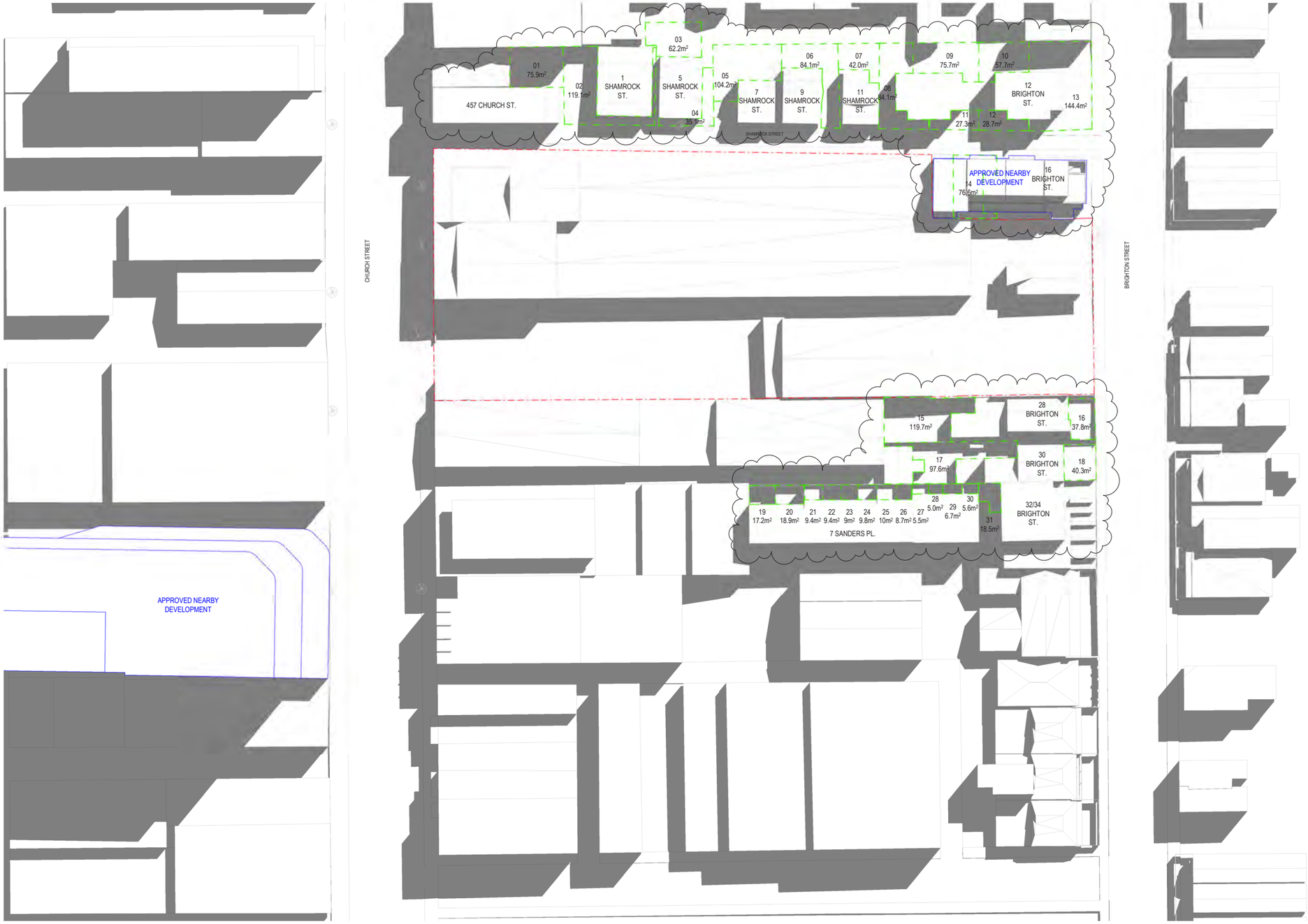
project
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drawing
Shadow Studies 2

drawing no. **DA2202**

issue **C**

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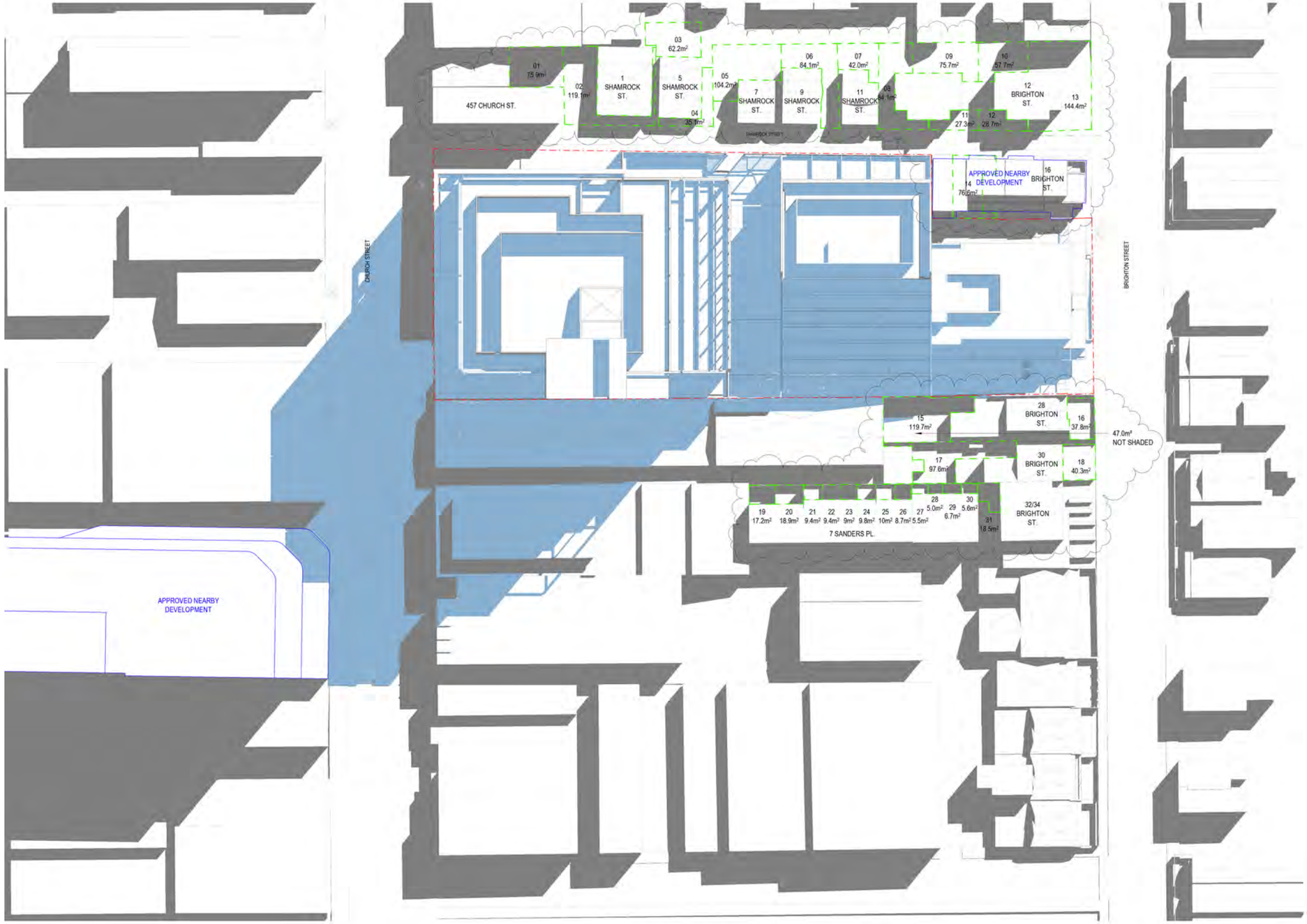
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drawn	TH	project no	170358.00

project
459-471 Church Street, Richmond

drawing
Shadow Studies 3

drawing no. **DA2203**
issue **C**

6/7/2018 2:29:49 PM



1 ShadowStudy_1000_Proposed_22 Sep
SCALE 1 : 400

SHADOW STUDIES COMPARISON - 10:00AM				
NO.	PRIVATE OPEN SPACE AREA (m²)	EXISTING SHADOW (%)	NEW SHADOW (%)	CHANGES (%)
15	119.7	57.2%	60.7%	3.5%

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- PRIVATE OPEN SPACE

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Nominated Architect
Ray Brown, NSWARB 6359

issue	amendment	date
A	TP ISSUE	04.05.2018
B	Revised Shadow Studies	31.05.2018
C	TP RFI RESPONSE	07.06.2018

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drawn	TH	project no	170358.00

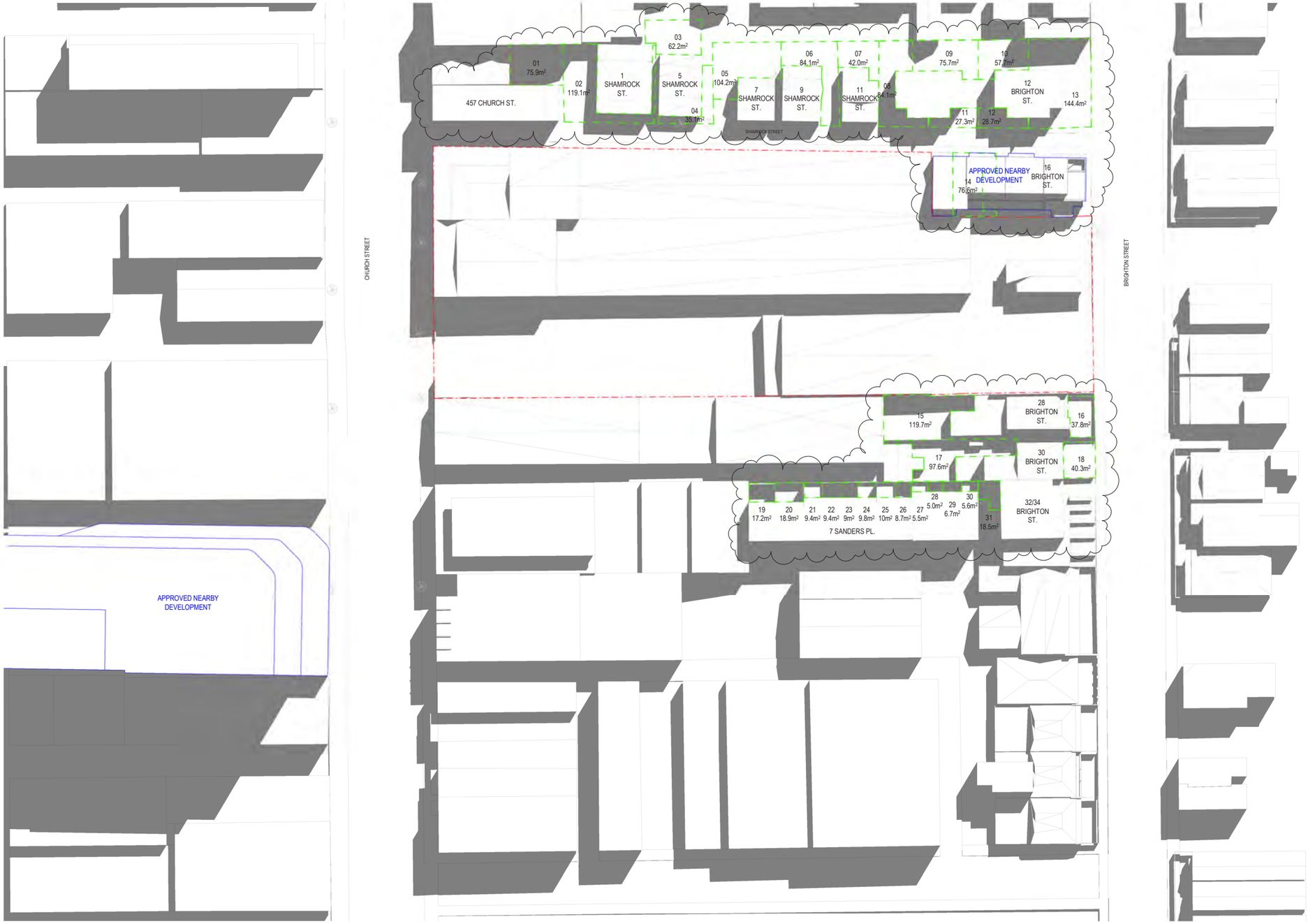
project
459-471 Church Street, Richmond

drawing
Shadow Studies 4

drawing no. **DA2204**

issue **C**

6/7/2018 2:30:07 PM



1 ShadowStudy_1030_Existing_22 Sep
SCALE:1 : 400

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issue	amendment	date
A	Revised Shadow Studies	31.05.2018
B	TP RFI RESPONSE	07.06.2018

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checked	AH	scale	As indicated@A1
drawn	TH	project no	170358.00

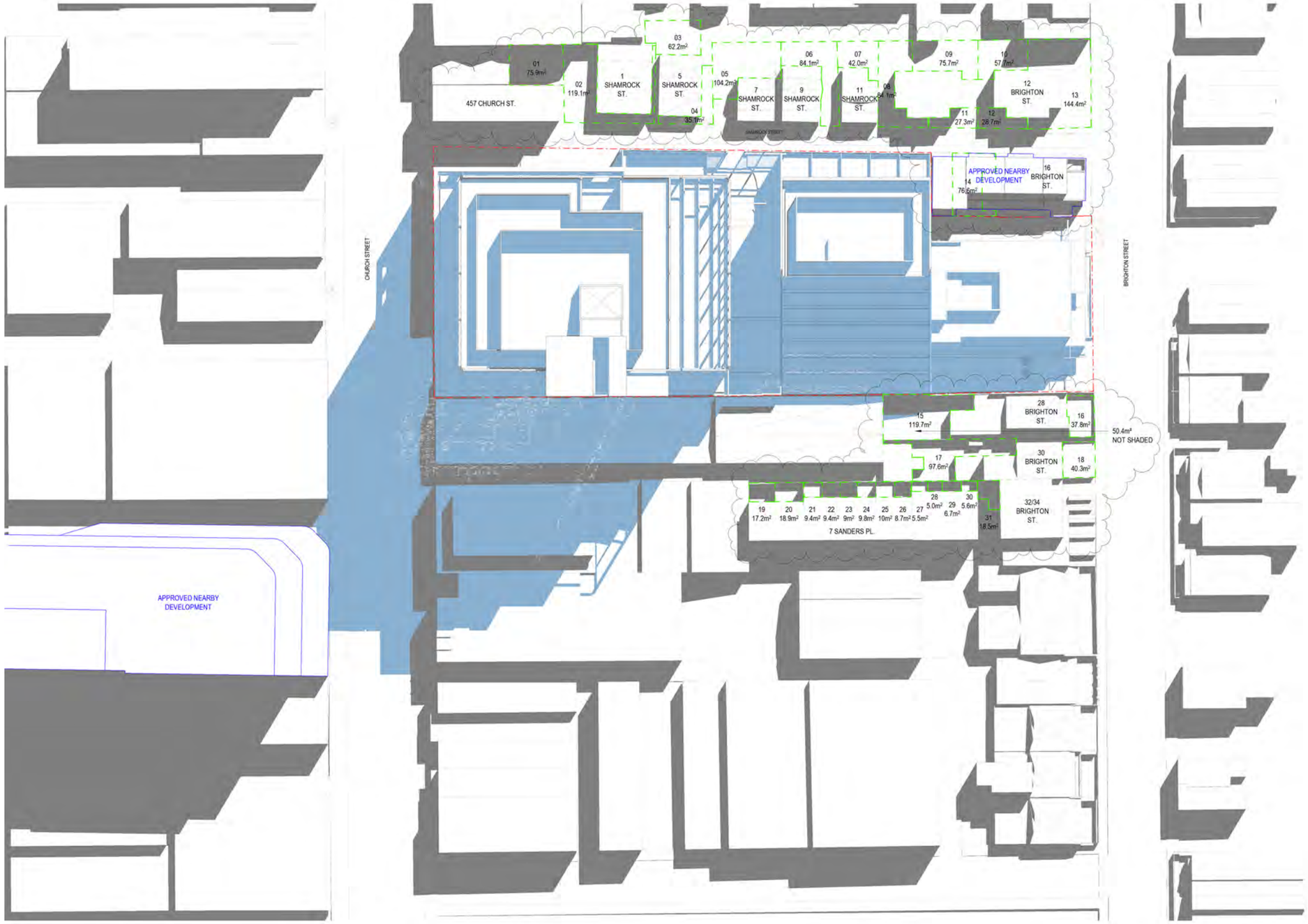
project
459-471 Church Street, Richmond

drawing
Shadow Studies 5

drawing no. **DA2205**
issue **B**

6/7/2018 2:30:14 PM

SHADOW STUDIES COMPARISON - 10:30AM				
NO.	PRIVATE OPEN SPACE AREA (m²)	EXISTING SHADOW (%)	NEW SHADOW (%)	CHANGES (%)
15	119.7	54.1%	57.9%	3.8%



1 ShadowStudy_1030_Proposed_22 Sep
SCALE 1 : 400

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issue	amendment	date
A	Revised Shadow Studies	31.05.2018
B	TP RFI RESPONSE	07.06.2018

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checked	AH	scale	As indicated@A1
drawn	TH	project no	170358.00

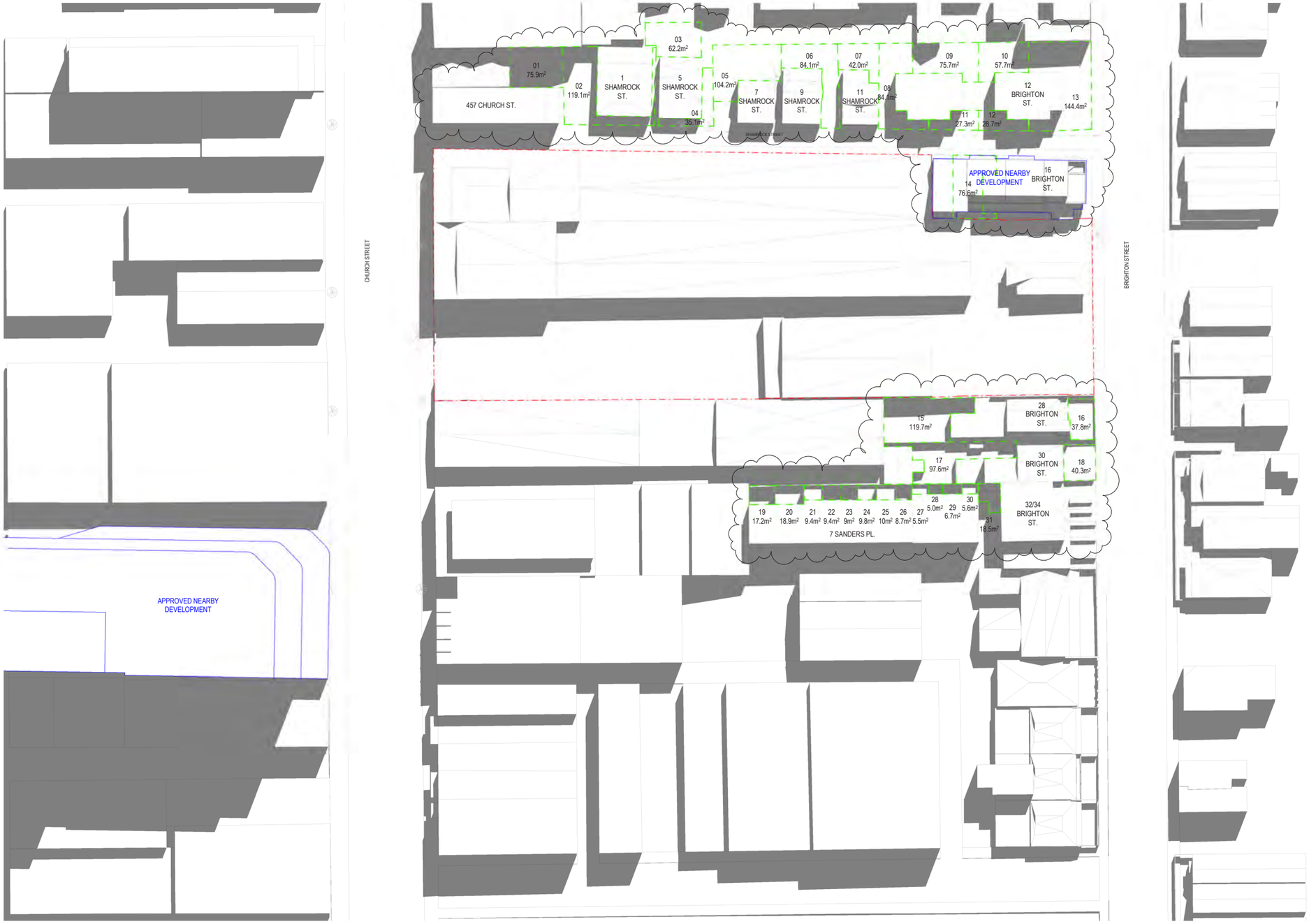
project
459-471 Church Street, Richmond

drawing
Shadow Studies 6

drawing no. DA2206

issue B

6/7/2018 4:39:30 PM



1 ShadowStudy_1100_Existing_22 Sep
SCALE:1 : 400

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issue	amendment	date
A	Revised Shadow Studies	31.05.2018
B	TP RFI RESPONSE	07.06.2018

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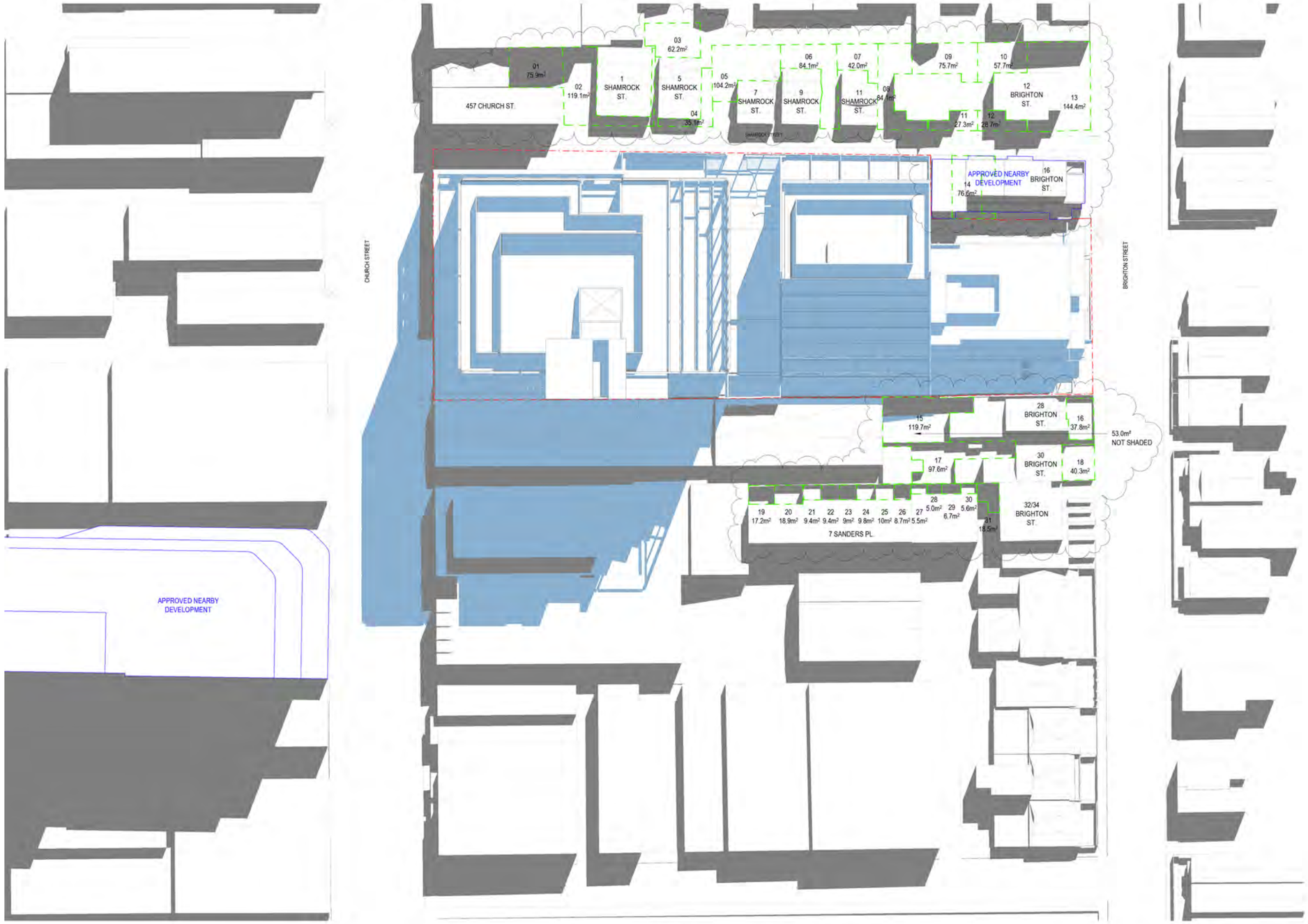
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drawn	TH	project no	170358.00

project
459-471 Church Street, Richmond

drawing
Shadow Studies 7

drawing no. **DA2207**
issue **B**

6/7/2018 2:30:39 PM



1 ShadowStudy_1100_Proposed_22 Sep
SCALE 1 : 400

SHADOW STUDIES COMPARISON - 11:00AM				
NO.	PRIVATE OPEN SPACE AREA (m²)	EXISTING SHADOW (%)	NEW SHADOW (%)	CHANGES (%)
15	119.7	51.0%	55.7%	4.7%

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A	Revised Shadow Studies	31.05.2018
B	TP RFI RESPONSE	07.06.2018

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drawn	TH	project no	170358.00

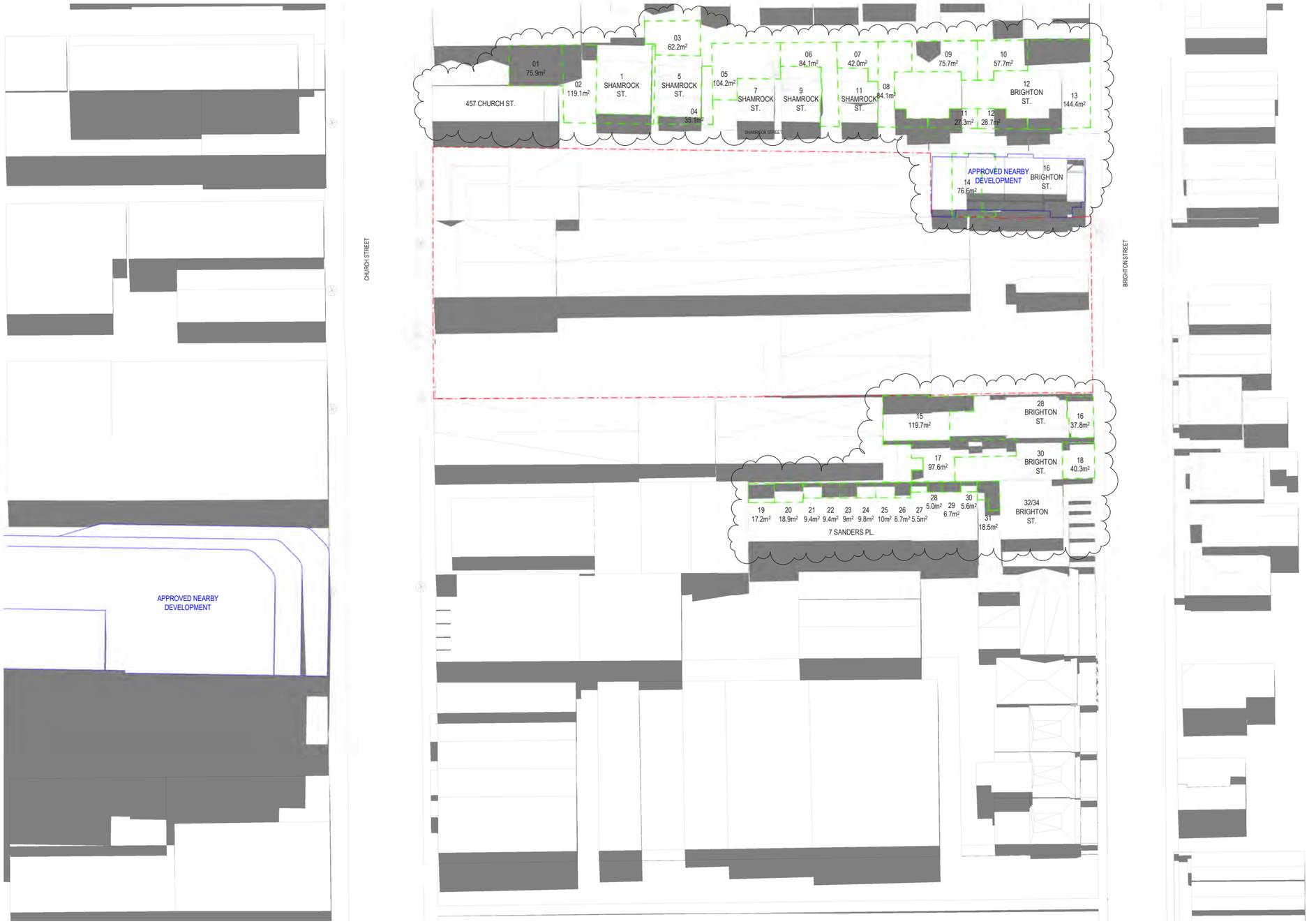
project
459-471 Church Street, Richmond

drawing
Shadow Studies 8

drawing no. **DA2208**

issue **B**

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1 ShadowStudy_1200_Existing_22 Sep
SCALE:1 : 400

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A	Revised Shadow Studies	31.05.2018
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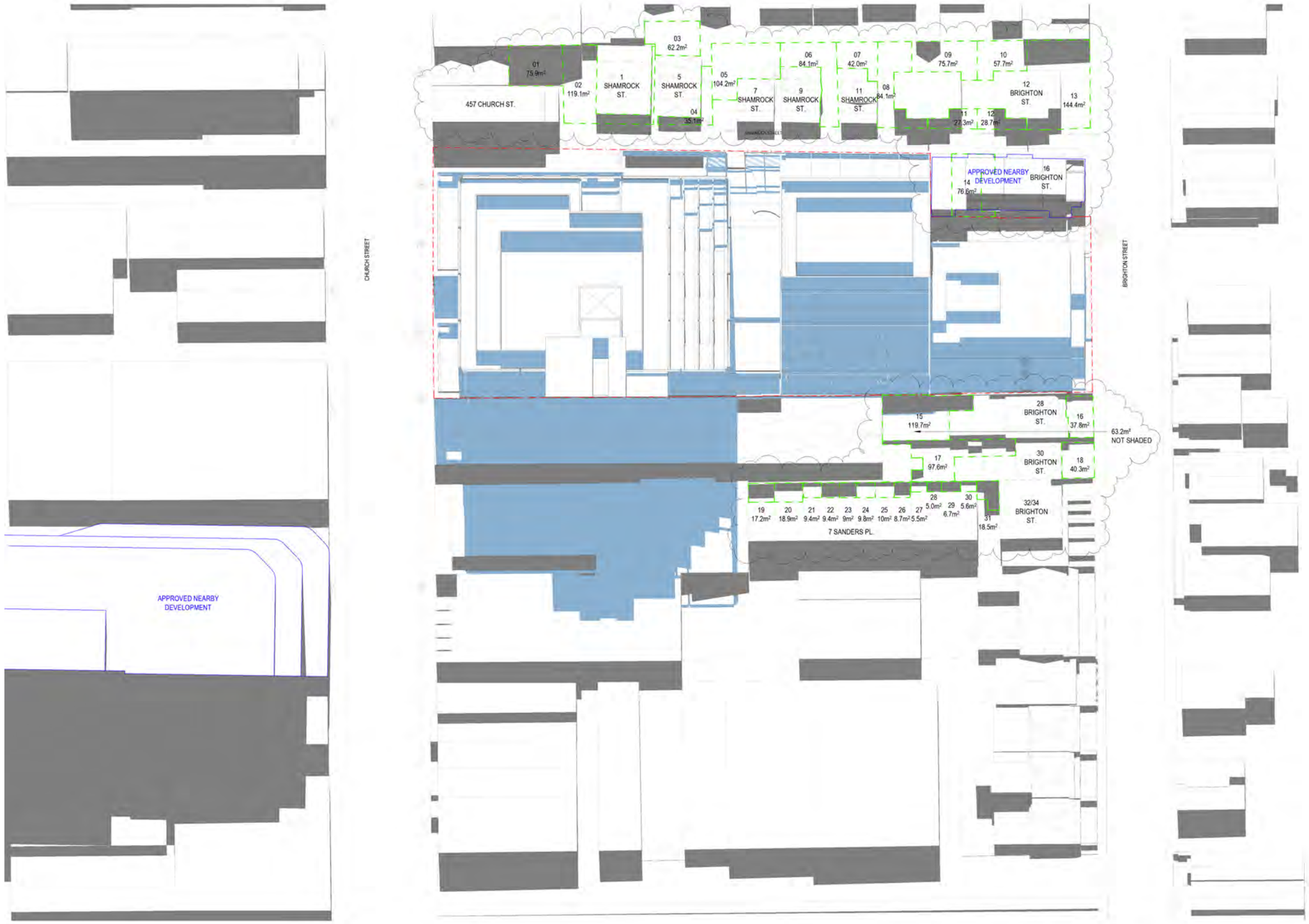
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drawn	TH	project no	170358.00

project
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drawing
Shadow Studies 9

drawing no. **DA2209**
issue **B**

6/7/2018 2:31:03 PM



1 ShadowStudy_1200_Proposed_22 Sep
SCALE 1 : 400

SHADOW STUDIES COMPARISON - 12:00AM				
NO.	PRIVATE OPEN SPACE AREA (m²)	EXISTING SHADOW (%)	NEW SHADOW (%)	CHANGES (%)
15	119.7	45.8%	48.4%	2.6%

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A	Revised Shadow Studies	31.05.2018
B	TP RFI RESPONSE	07.06.2018

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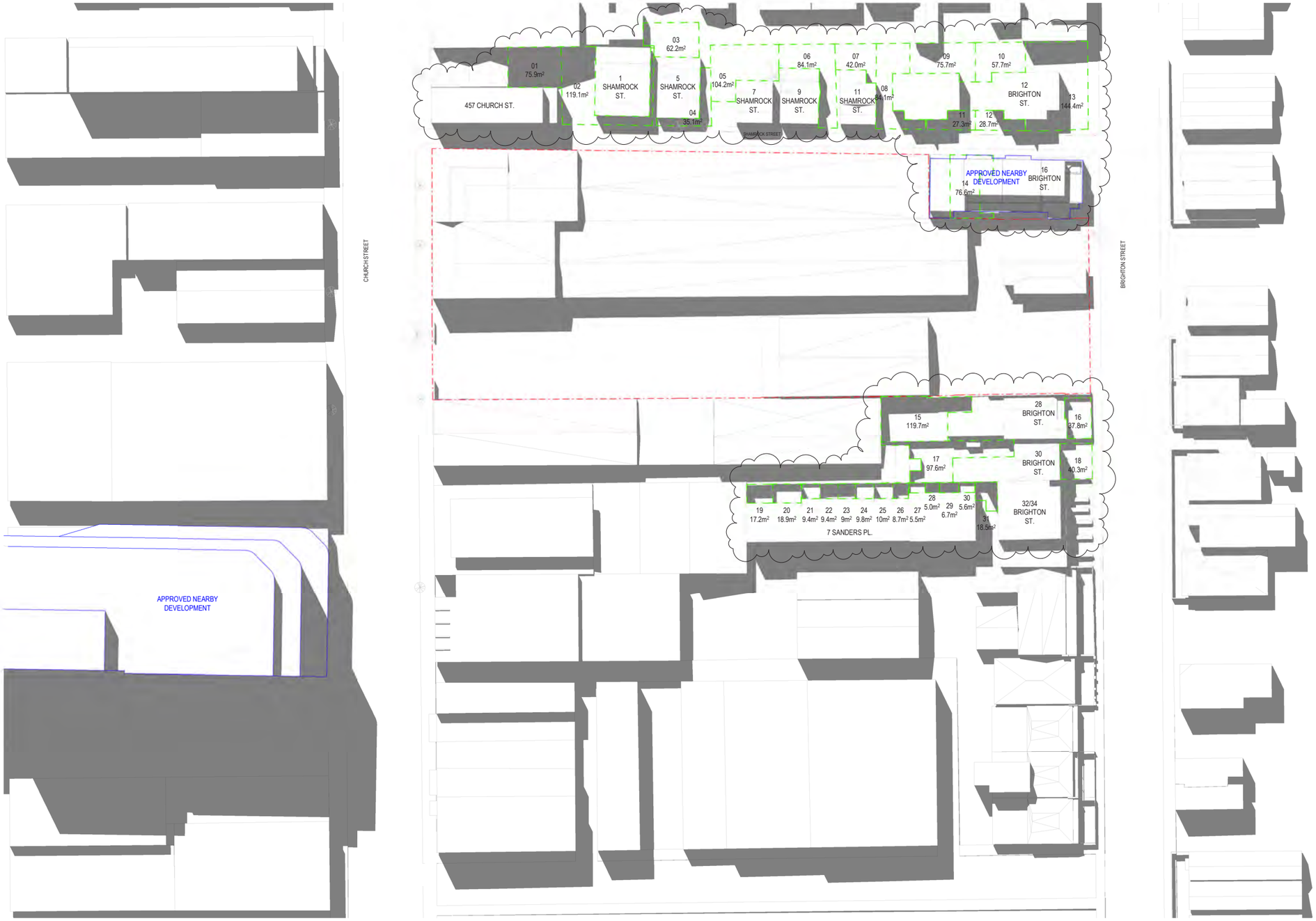
project
459-471 Church Street, Richmond

drawing
Shadow Studies 10

drawing no. **DA2210**

issue **B**

6/7/2018 2:31:18 PM



1 ShadowStudy_1300_Existing_22 Sep
SCALE:1 : 400

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A	Revised Shadow Studies	31.05.2018
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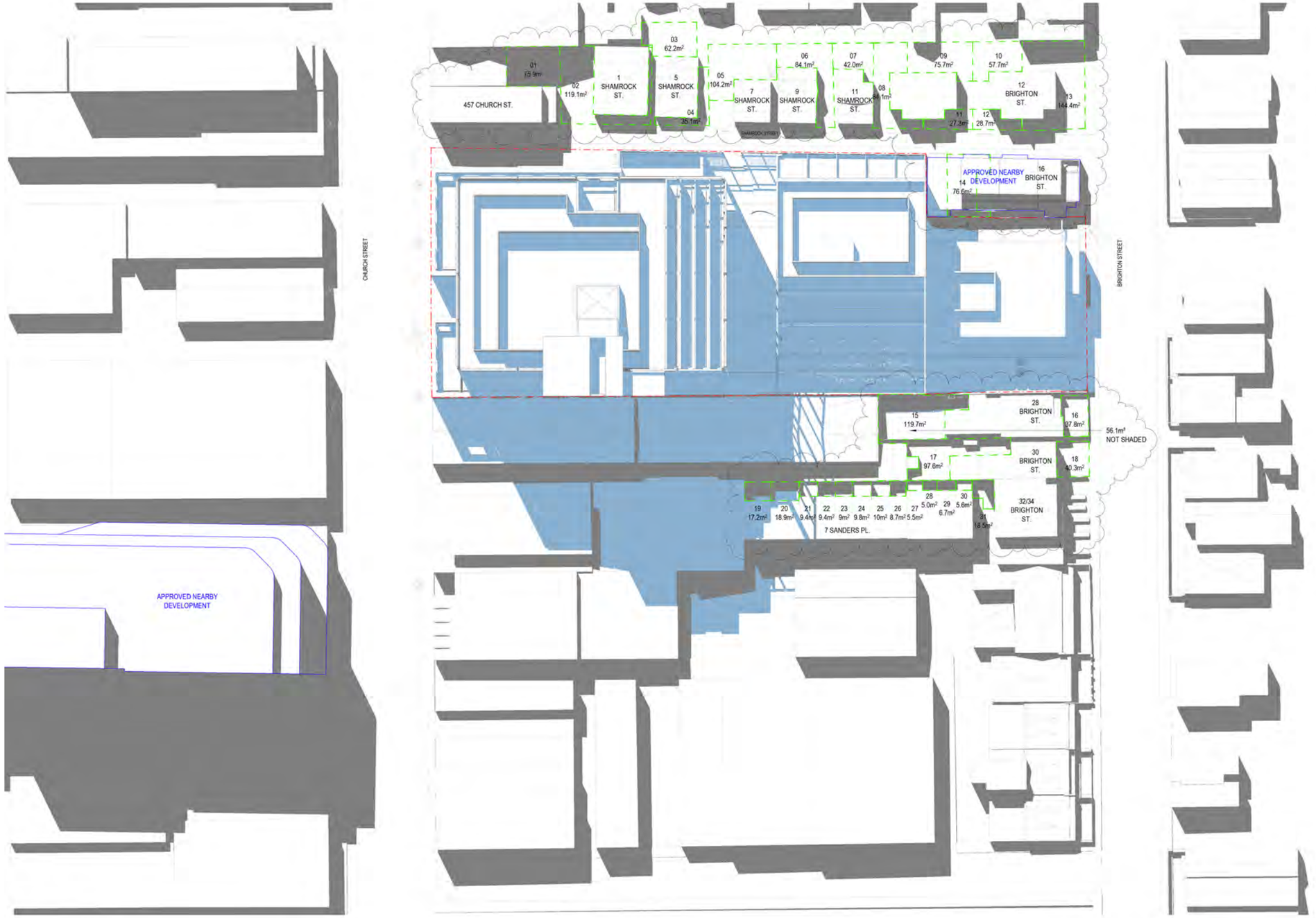
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drawn	TH	project no	170358.00

project
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drawing
Shadow Studies 11

drawing no. **DA2211**
issue **B**

6/7/2018 2:31:25 PM



1 ShadowStudy_1300_Proposed_22 Sep
SCALE:1 : 400

SHADOW STUDIES COMPARISON - 1:00PM				
NO.	PRIVATE OPEN SPACE AREA (m²)	EXISTING SHADOW (%)	NEW SHADOW (%)	CHANGES (%)
15	119.7	50.5%	53.1%	2.6%
19	17.2	84.1%	100%	15.9%
20	18.9	49.2%	97.0%	47.8%
21	9.4	41.4%	54.2%	12.8%
22	9.4	94.1%	95.4%	1.3%

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A	Revised Shadow Studies	31.05.2018
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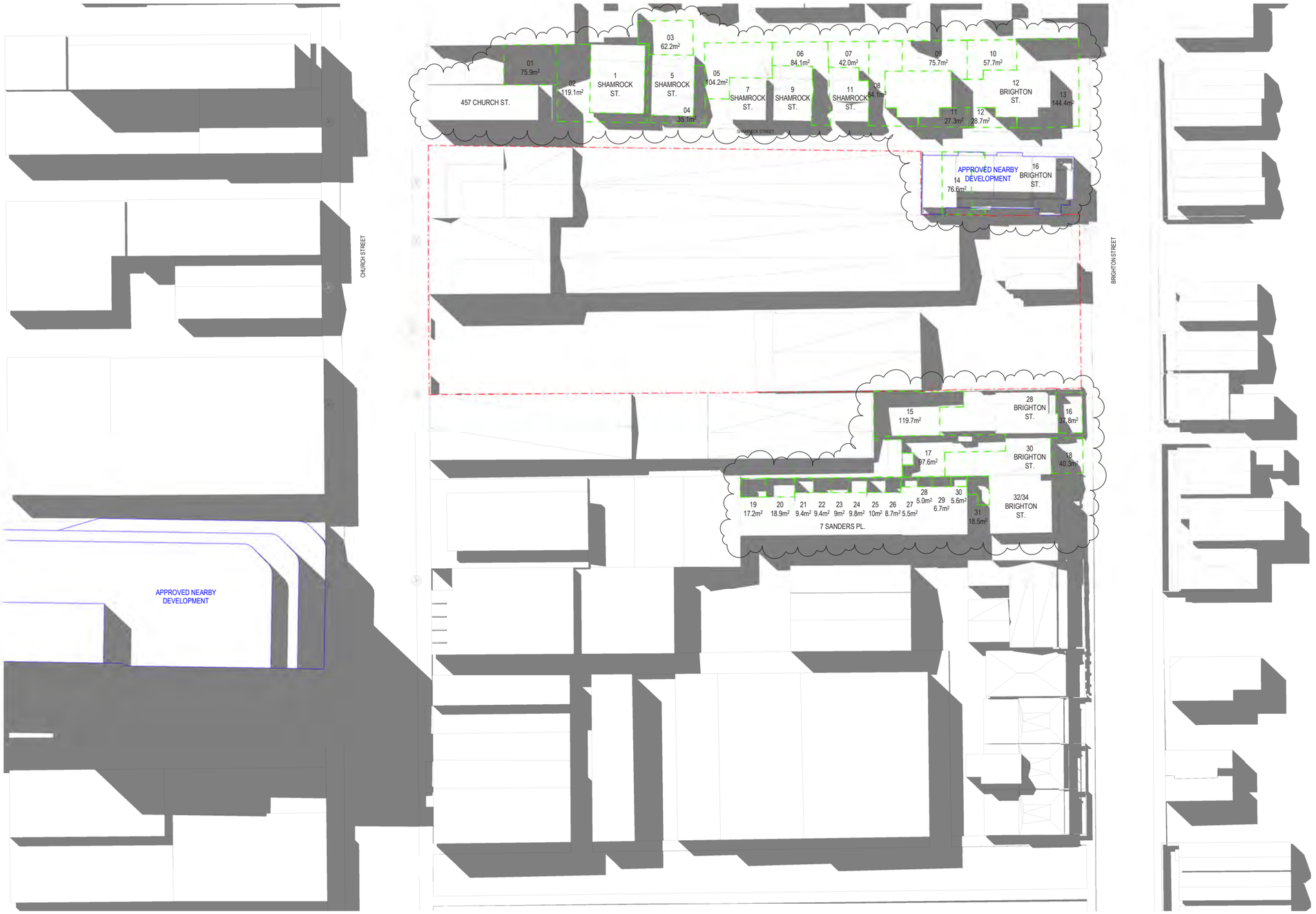
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drawn TH project no 170358.00

project
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drawing
Shadow Studies 12

drawing no. DA2212
issue B

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1 ShadowStudy_1400_Existing_22 Sep
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issue	amendment	date
A	Revised Shadow Studies	31.05.2018
B	TP RFI RESPONSE	07.06.2018

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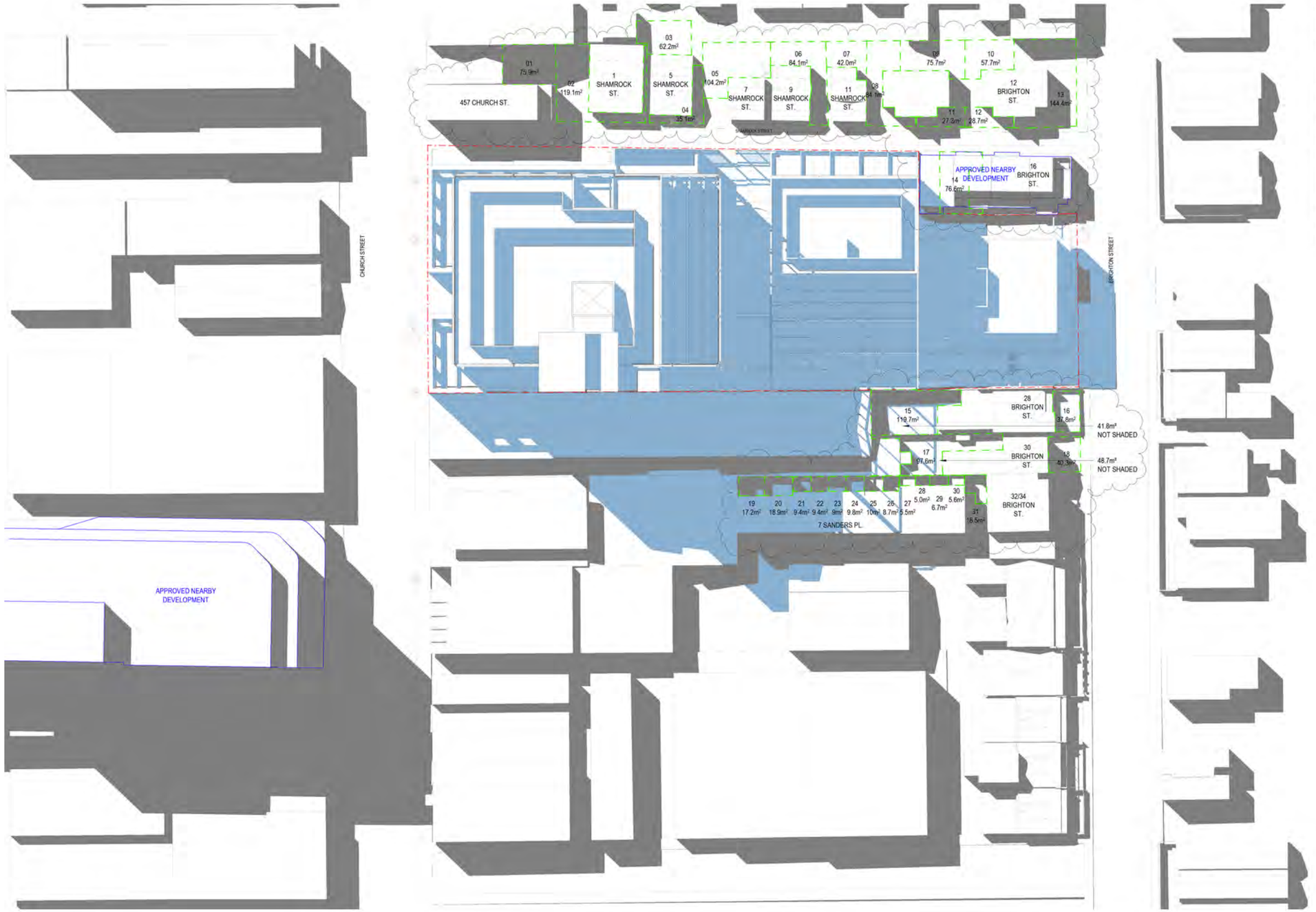
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drawn	TH	project no	170358.00

project
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drawing
Shadow Studies 13

drawing no. **DA2213** issue **B**

6/7/2018 2:31:48 PM



1 ShadowStudy_1400_Proposed_22 Sep
SCALE:1 : 400

SHADOW STUDIES COMPARISON - 2:00PM				
NO.	PRIVATE OPEN SPACE AREA (m²)	EXISTING SHADOW (%)	NEW SHADOW (%)	CHANGES (%)
15	119.7	55.8%	65.1%	9.3%
17	97.6	42.1%	50.1%	8.0%
19	17.2	91%	100%	9.0%
20	18.9	55.6%	100%	44.4%
21	9.4	62%	100%	38%
22	9.4	96.6%	100%	3.4%
23	9.0	8.44%	100%	91.56%
24	9.8	10.1%	100%	89.9%
25	10	64.4%	76.1%	11.7%

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issue	amendment	date
A	Revised Shadow Studies	31.05.2018
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drawn	TH	project no	170358.00

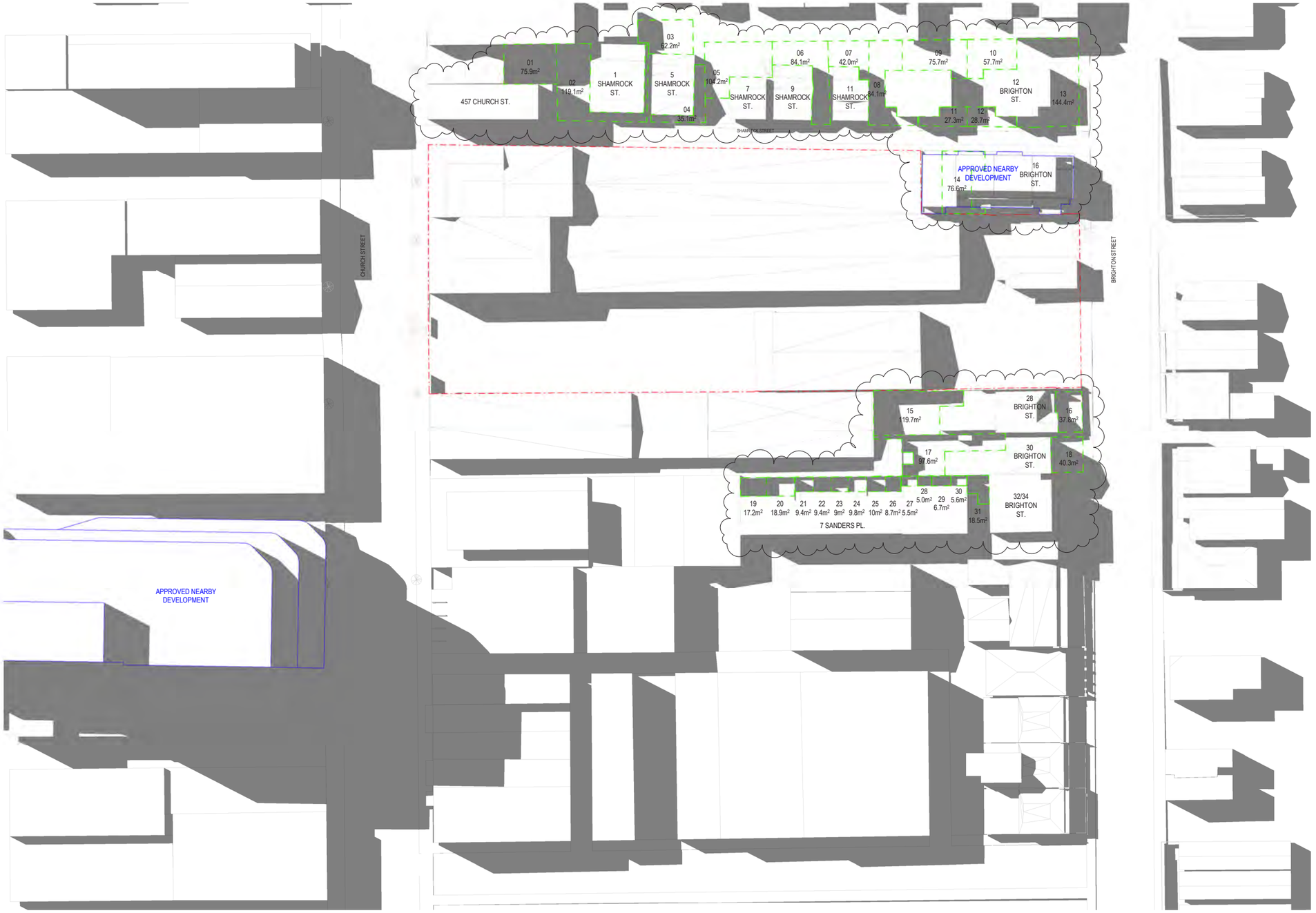
project
459-471 Church Street, Richmond

drawing
Shadow Studies 14

drawing no. **DA2214**

issue **B**

6/7/2018 2:32:06 PM



1 ShadowStudy_1500_Existing_22 Sep
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A	Revised Shadow Studies	31.05.2018
B	TP RFI RESPONSE	07.06.2018

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checked	AH	scale	As indicated@A1
drawn	TH	project no	170358.00

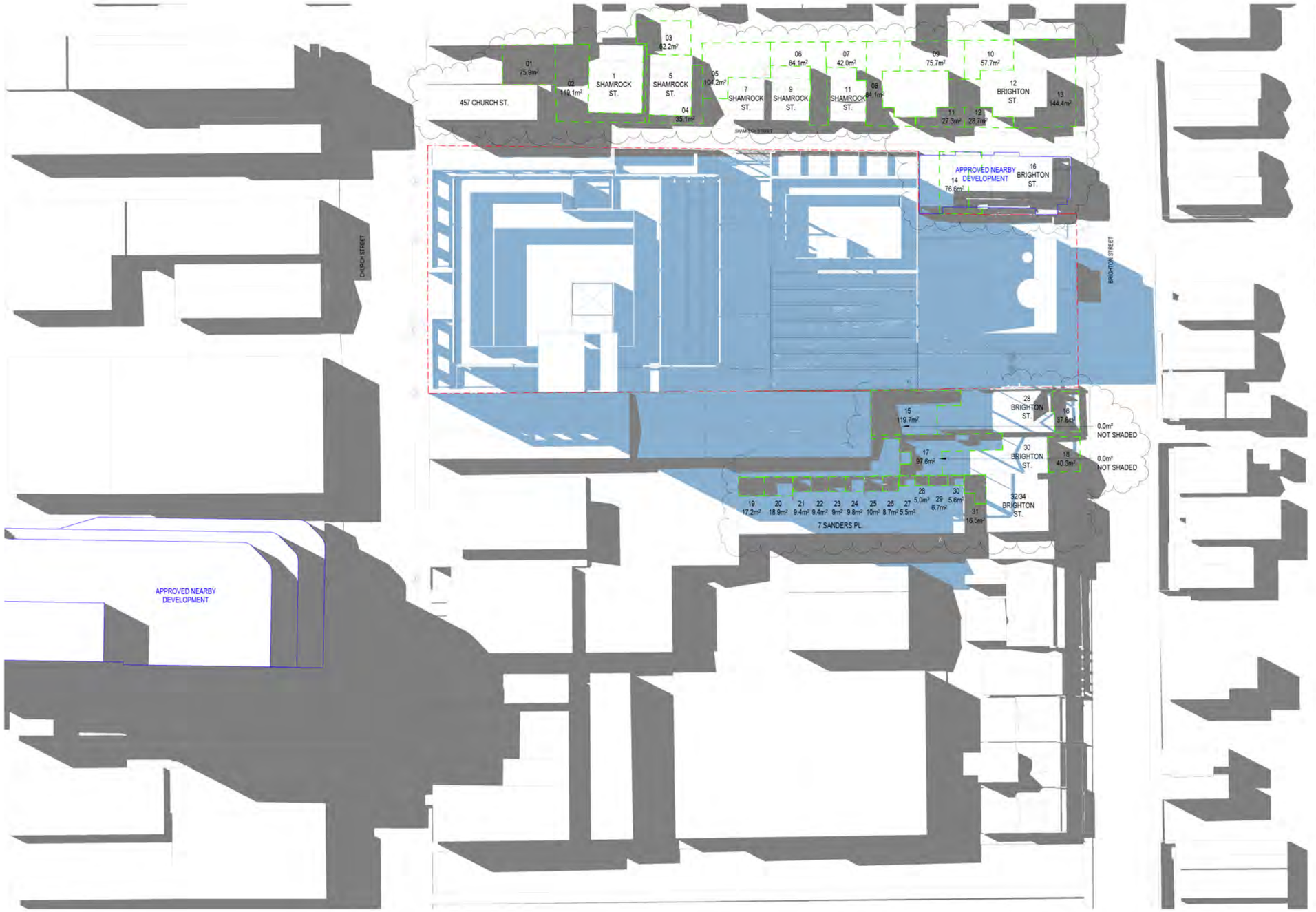
project
459-471 Church Street, Richmond

drawing
Shadow Studies 15

drawing no. **DA2215**

issue **B**

6/7/2018 2:32:12 PM



SHADOW STUDIES COMPARISON - 3:00PM				
NO.	PRIVATE OPEN SPACE AREA (m²)	EXISTING SHADOW (%)	NEW SHADOW (%)	CHANGES (%)
15	119.7	63%	100%	37%
16	37.8	71%	80.6%	9.6%
17	97.6	47.9%	100%	52.1%
18	40.3	87.3%	90.3%	3%
20	18.9	65%	100%	35%
21	9.4	85%	100%	15%
23	9.0	87.5%	100%	12.5%
24	9.8	49.2%	100%	50.8%
25	10	85.9%	100%	14.1%
27	5.5	59.8%	100%	40.2%
30	5.6	60.5%	100%	39.5%
31	31	86.1%	100%	13.9%

1 ShadowStudy_1500_Proposed_22 Sep
SCALE:1 : 400

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Nominated Architect
Ray Brown, NSWARB 6359

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issue	amendment	date
A	Revised Shadow Studies	31.05.2018
B	TP RFI RESPONSE	07.06.2018

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checked	AH	scale	As indicated@A1
drawn	TH	project no	170358.00

project
459-471 Church Street, Richmond

drawing
Shadow Studies 16

drawing no. **DA2216**
issue **B**

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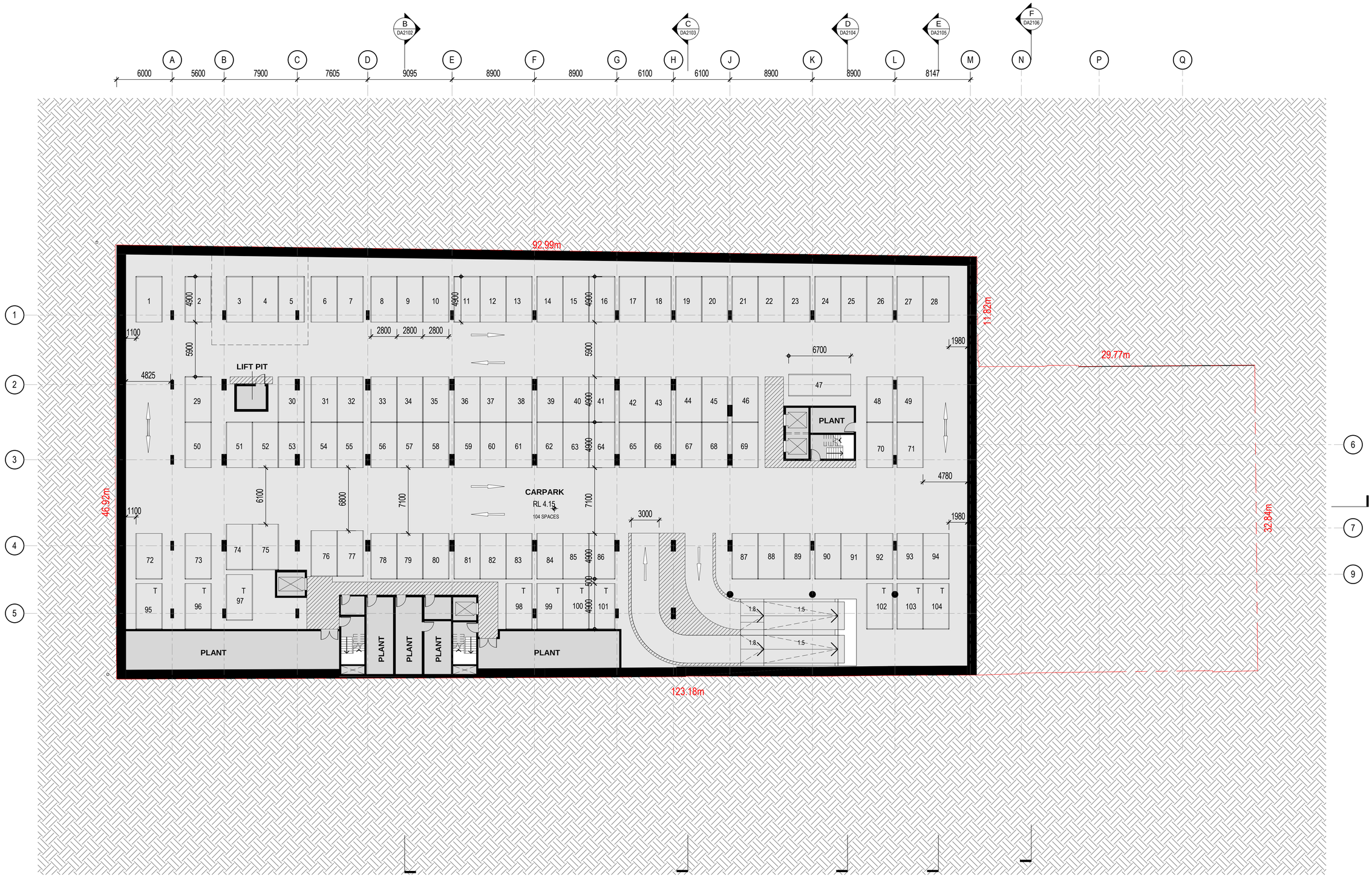
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VCAT Drawing Register

Project name 459 - 471 Church St, Richmond File A02_TRNS

Project no. 170358

DWG No.	Name	Issue	Amendment	Date
DA1001	B-02 - Basement 2	D	Issue for VCAT Hearing	01.02.2019
DA1002	B-01 - Basement 1	D	Issue for VCAT Hearing	01.02.2019
DA1003	L-00 - Ground Floor	E	Issue for VCAT Hearing	01.02.2019
DA1004	L-01 - First Floor	D	Issue for VCAT Hearing	01.02.2019
DA1005	L-02 - Second Floor	D	Issue for VCAT Hearing	01.02.2019
DA1006	L-03 - Third Floor	D	Issue for VCAT Hearing	01.02.2019
DA1007	L-04 - Fourth Floor	D	Issue for VCAT Hearing	01.02.2019
DA1008	L-05 - Fifth Floor	D	Issue for VCAT Hearing	01.02.2019
DA1009	L-06 - Sixth Floor	D	Issue for VCAT Hearing	01.02.2019
DA1010	L-07 - Seventh Floor	D	Issue for VCAT Hearing	01.02.2019
DA1011	L-08 - Eigth Floor	D	Issue for VCAT Hearing	01.02.2019
DA1012	L-09 - Ninth Floor	D	Issue for VCAT Hearing	01.02.2019
DA1013	L-10 - Roof Plan	D	Issue for VCAT Hearing	01.02.2019
DA2001	Site Elevation (North)	D	Issue for VCAT Hearing	01.02.2019
DA2002	Site Elevation (South)	E	Issue for VCAT Hearing	01.02.2019
DA2003	Site Elevation (East)	D	Issue for VCAT Hearing	01.02.2019
DA2004	Site Elevation (West)	D	Issue for VCAT Hearing	01.02.2019
DA2101	Section A-A	D	Issue for VCAT Hearing	01.02.2019
DA2102	Section B-B	D	Issue for VCAT Hearing	01.02.2019
DA2103	Section C-C	D	Issue for VCAT Hearing	01.02.2019
DA2104	Section D-D	E	Issue for VCAT Hearing	01.02.2019
DA2105	Section E-E	A	Issue for VCAT Hearing	01.02.2019
DA2106	Section F-F	A	Issue for VCAT Hearing	01.02.2019
DA2107	Section G-G	A	Issue for VCAT Hearing	01.02.2019
DA2201	Shadow Study - 22 Sept - 0900 Existing	D	Issue for VCAT Hearing	01.02.2019
DA2202	Shadow Study - 22 Sept - 0900 Proposed	D	Issue for VCAT Hearing	01.02.2019
DA2203	Shadow Study - 22 Sept - 1000 Existing	D	Issue for VCAT Hearing	01.02.2019
DA2204	Shadow Study - 22 Sept - 1000 Proposed	D	Issue for VCAT Hearing	01.02.2019
DA2205	Shadow Study - 22 Sept - 1030 Existing	D	Issue for VCAT Hearing	01.02.2019
DA2206	Shadow Study - 22 Sept - 1030 Proposed	C	Issue for VCAT Hearing	01.02.2019
DA2207	Shadow Study - 22 Sept - 1100 Existing	C	Issue for VCAT Hearing	01.02.2019
DA2208	Shadow Study - 22 Sept - 1100 Proposed	C	Issue for VCAT Hearing	01.02.2019
DA2209	Shadow Study - 22 Sept - 1200 Existing	C	Issue for VCAT Hearing	01.02.2019
DA2210	Shadow Study - 22 Sept - 1200 Proposed	C	Issue for VCAT Hearing	01.02.2019
DA2211	Shadow Study - 22 Sept - 1300 Existing	C	Issue for VCAT Hearing	01.02.2019
DA2212	Shadow Study - 22 Sept - 1300 Proposed	C	Issue for VCAT Hearing	01.02.2019
DA2213	Shadow Study - 22 Sept - 1400 Existing	C	Issue for VCAT Hearing	01.02.2019
DA2214	Shadow Study - 22 Sept - 1400 Proposed	C	Issue for VCAT Hearing	01.02.2019
DA2215	Shadow Study - 22 Sept - 1500 Existing	C	Issue for VCAT Hearing	01.02.2019
DA2216	Shadow Study - 22 Sept - 1500 Proposed	C	Issue for VCAT Hearing	01.02.2019
DA2251	Shadow Studies - Sanders Place - Sheet 1	A	Issue for VCAT Hearing	01.02.2019
DA2252	Shadow Studies - Sanders Place - Sheet 2	A	Issue for VCAT Hearing	01.02.2019
DA2253	Shadow Studies - Sanders Place - Sheet 3	A	Issue for VCAT Hearing	01.02.2019
DA2254	Shadow Studies - Sanders Place - Sheet 4	A	Issue for VCAT Hearing	01.02.2019
SCH001	Area Schedule	D	Issue for VCAT Hearing	01.02.2019
SCH002	Material Schedule	D	Issue for VCAT Hearing	01.02.2019



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Nominated Architect
Ray Brown, NSWARB 6359

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issue	amendment	date
A	TP DRAFT ISSUE	27.04.2018
B	TP ISSUE	04.05.2018
C	TP RFI RESPONSE	07.06.2018
D	VCAT ISSUE	01.02.2019

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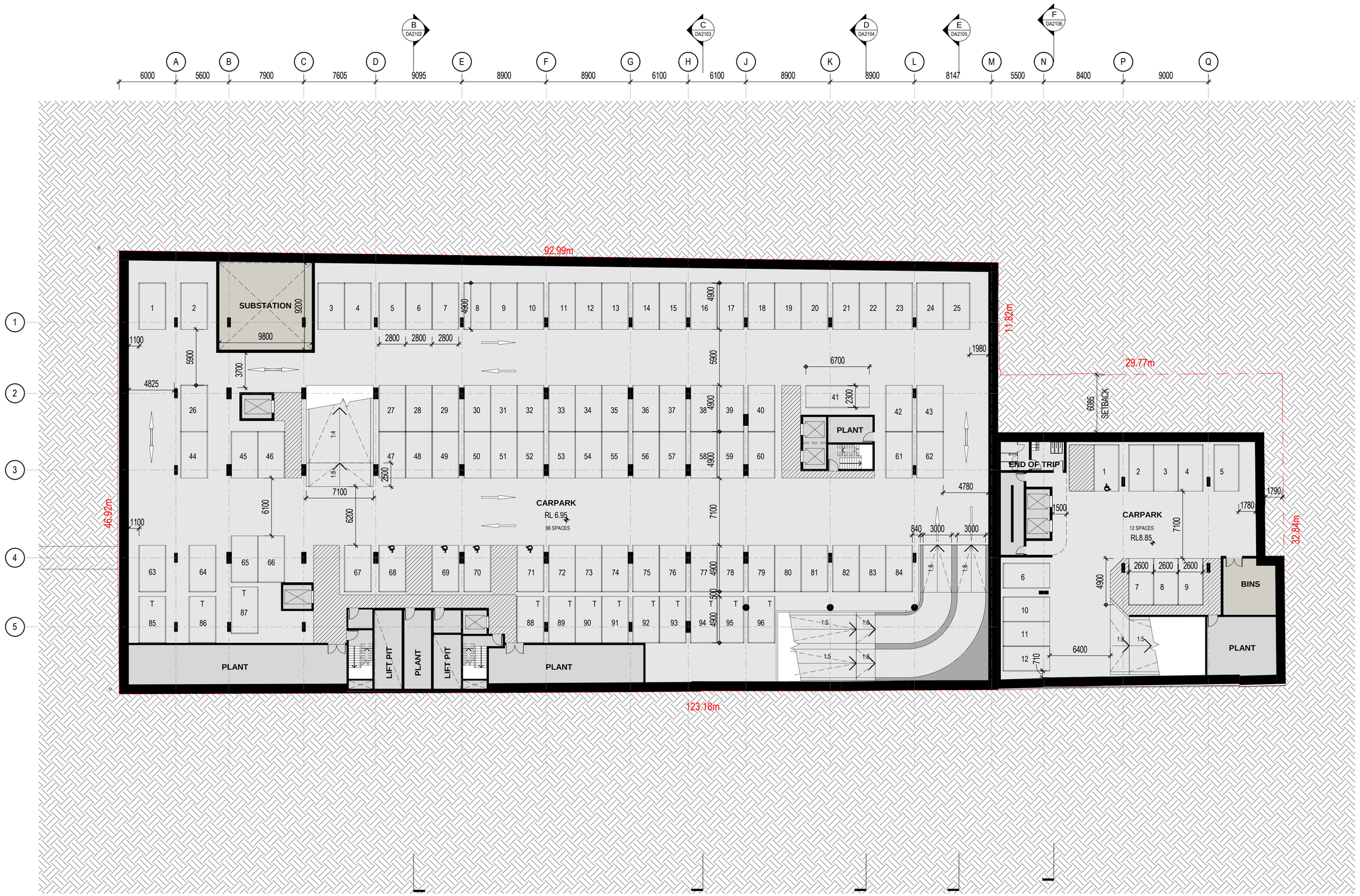
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drawn AS | project no 170358.00

project
459-471 Church Street, Richmond

drawing
L-B02 - Basement 2

drawing no. DA1001 | issue D

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A	TP DRAFT ISSUE	27.04.2018
B	TP ISSUE	04.05.2018
C	TP RFI RESPONSE	07.06.2018
D	VCAT ISSUE	01.02.2019

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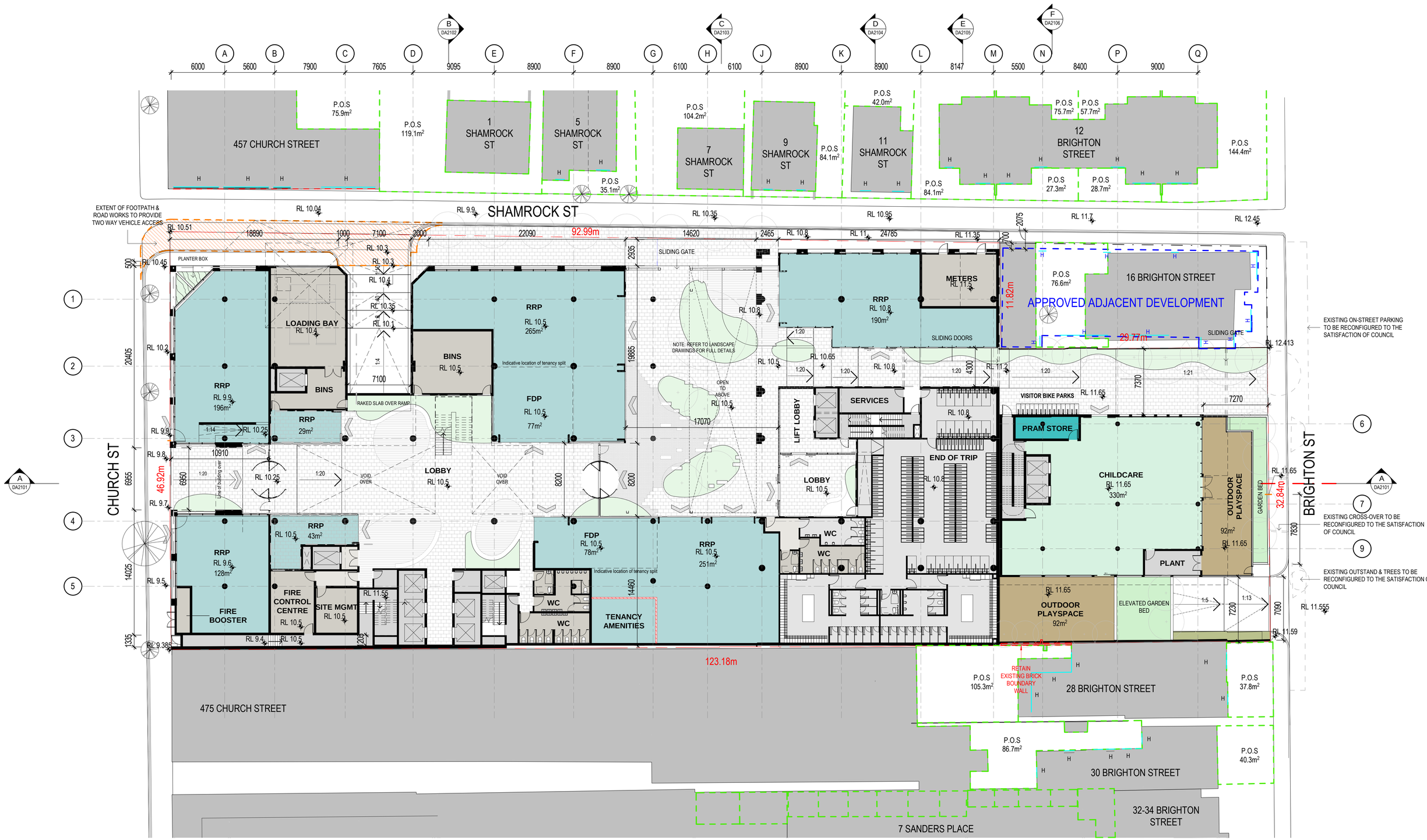
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project
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drawing
L-B01 - Basement 1

drawing no. **DA1002**
issue **D**

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A	TP DRAFT ISSUE	27.04.2018
B	TP ISSUE	04.05.2018
C	TP RFI RESPONSE	07.06.2018
D	RENAMED RETAIL TENANCIES	11.07.2018
E	VCAT ISSUE	01.02.2019

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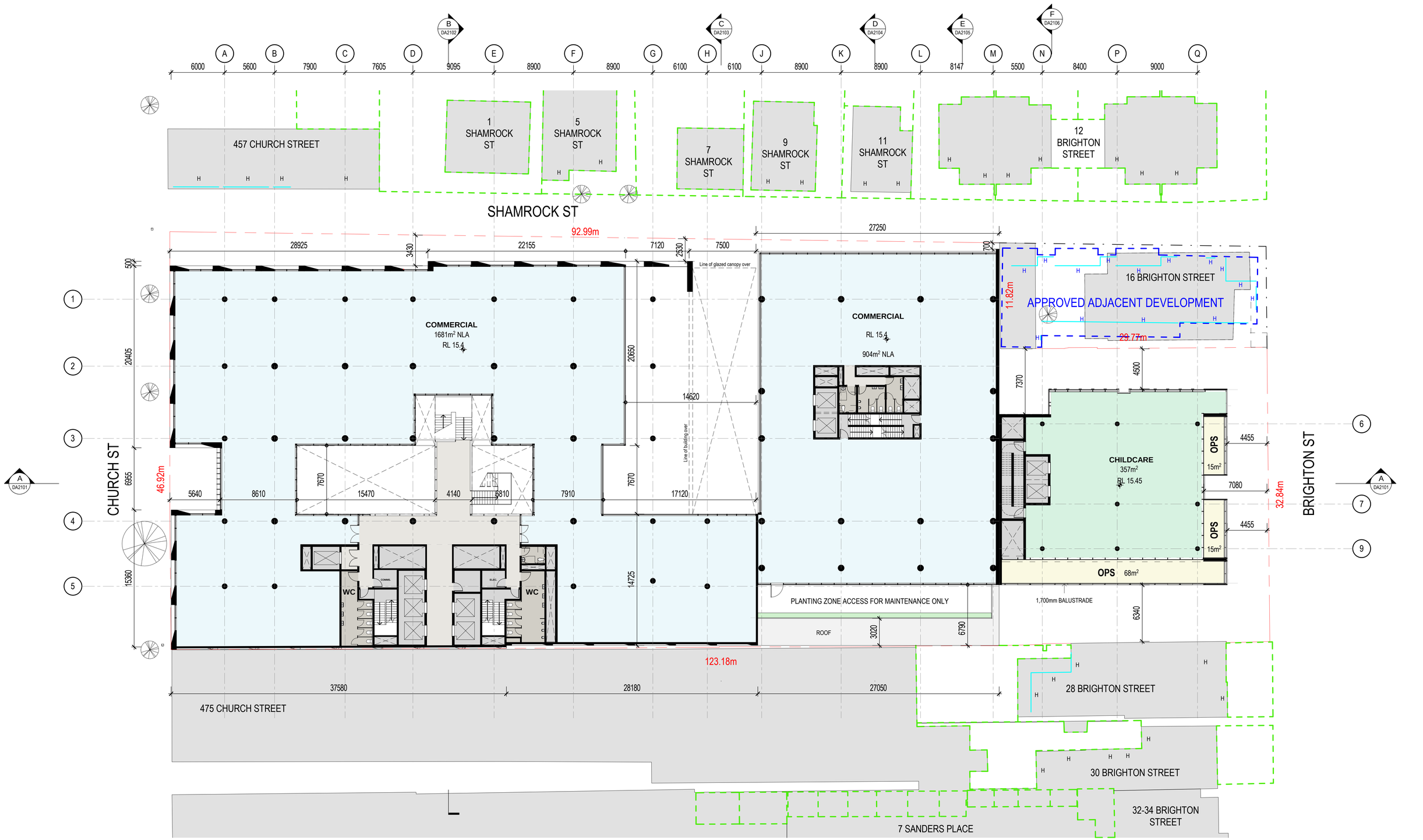
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project
459-471 Church Street, Richmond

drawing
L-00 - Ground Floor

drawing no. **DA1003** issue **E**

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A	TP DRAFT ISSUE	27.04.2018
B	TP ISSUE	04.05.2018
C	TP RFI RESPONSE	07.06.2018
D	VCAT ISSUE	01.02.2019

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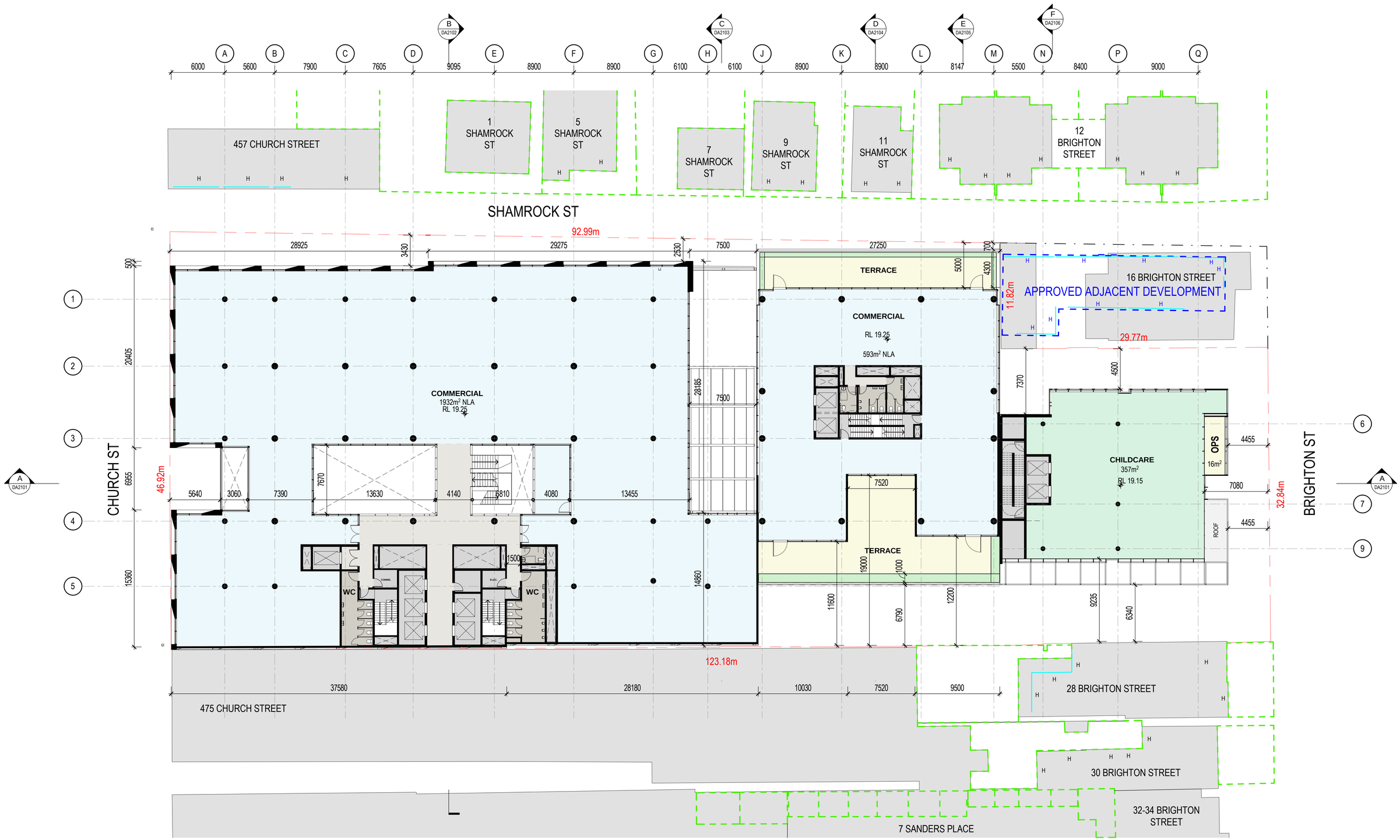
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project
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drawing
L-01 - First Floor

drawing no. **DA1004**
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D	VCAT ISSUE	01.02.2019

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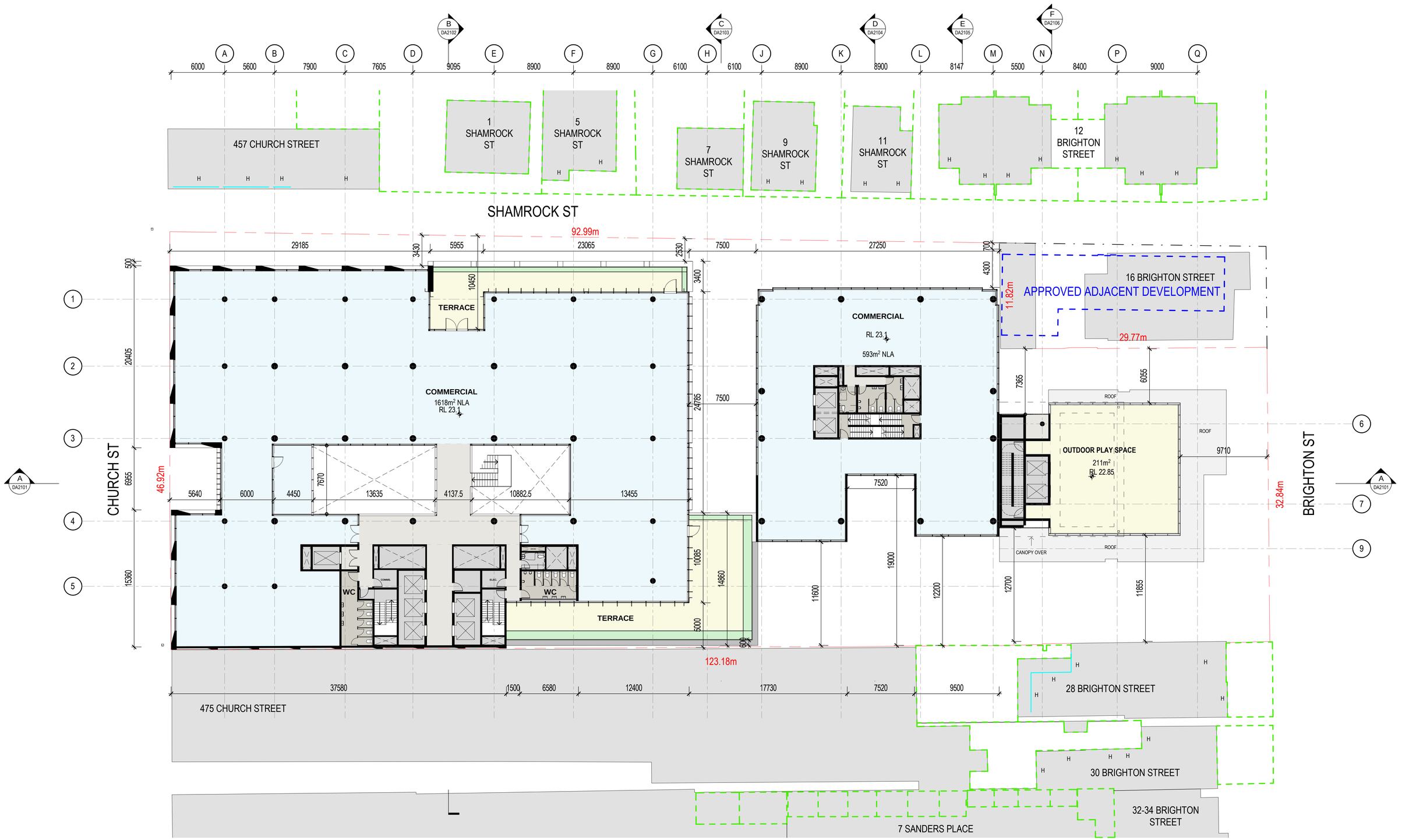
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drawing
L-02 - Second Floor

drawng no. **DA1005**

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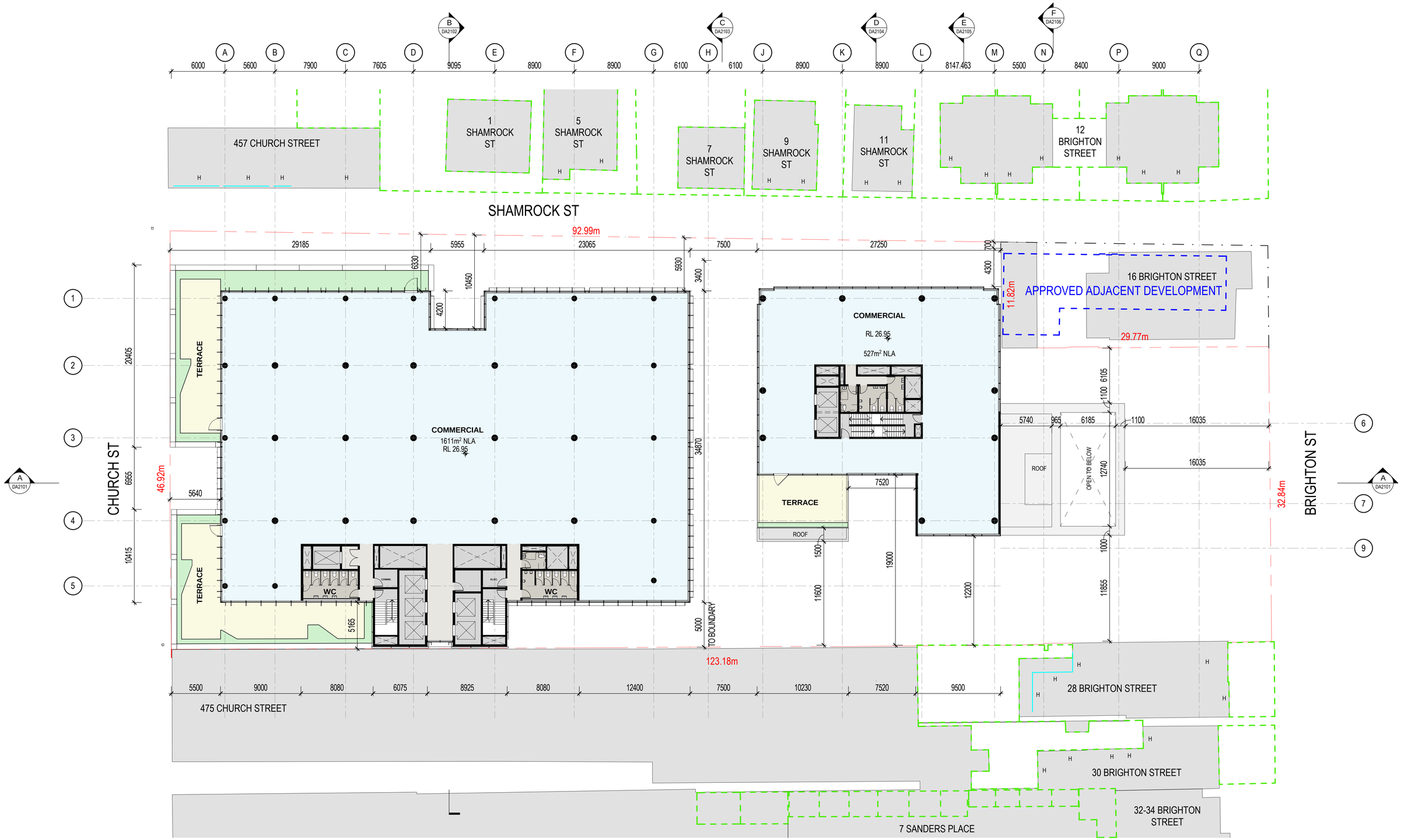
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drawing
L-03 - Third Floor

drawing no. **DA1006**

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D	VCAT ISSUE	01.02.2019

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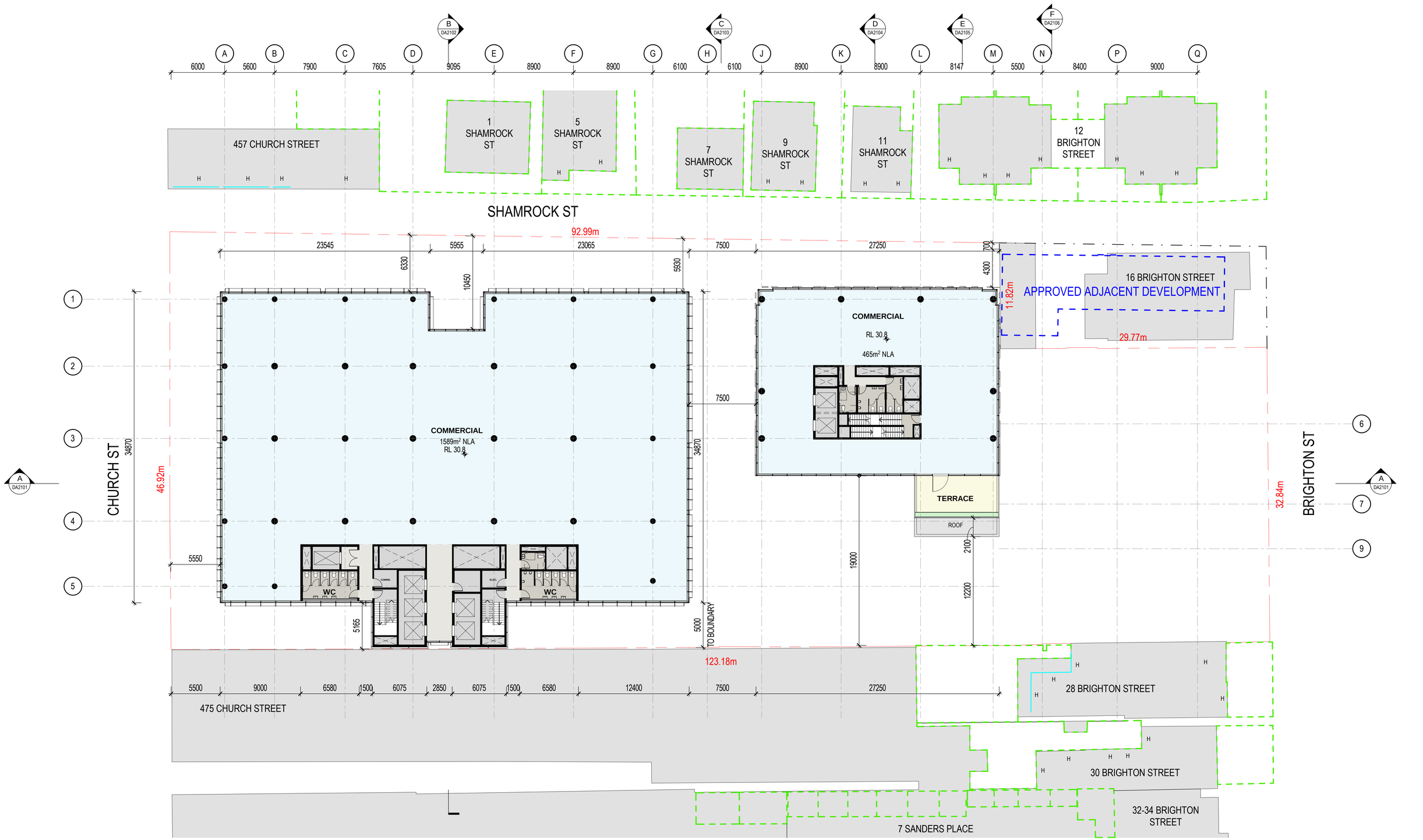
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drawing
L-04 - Fourth Floor

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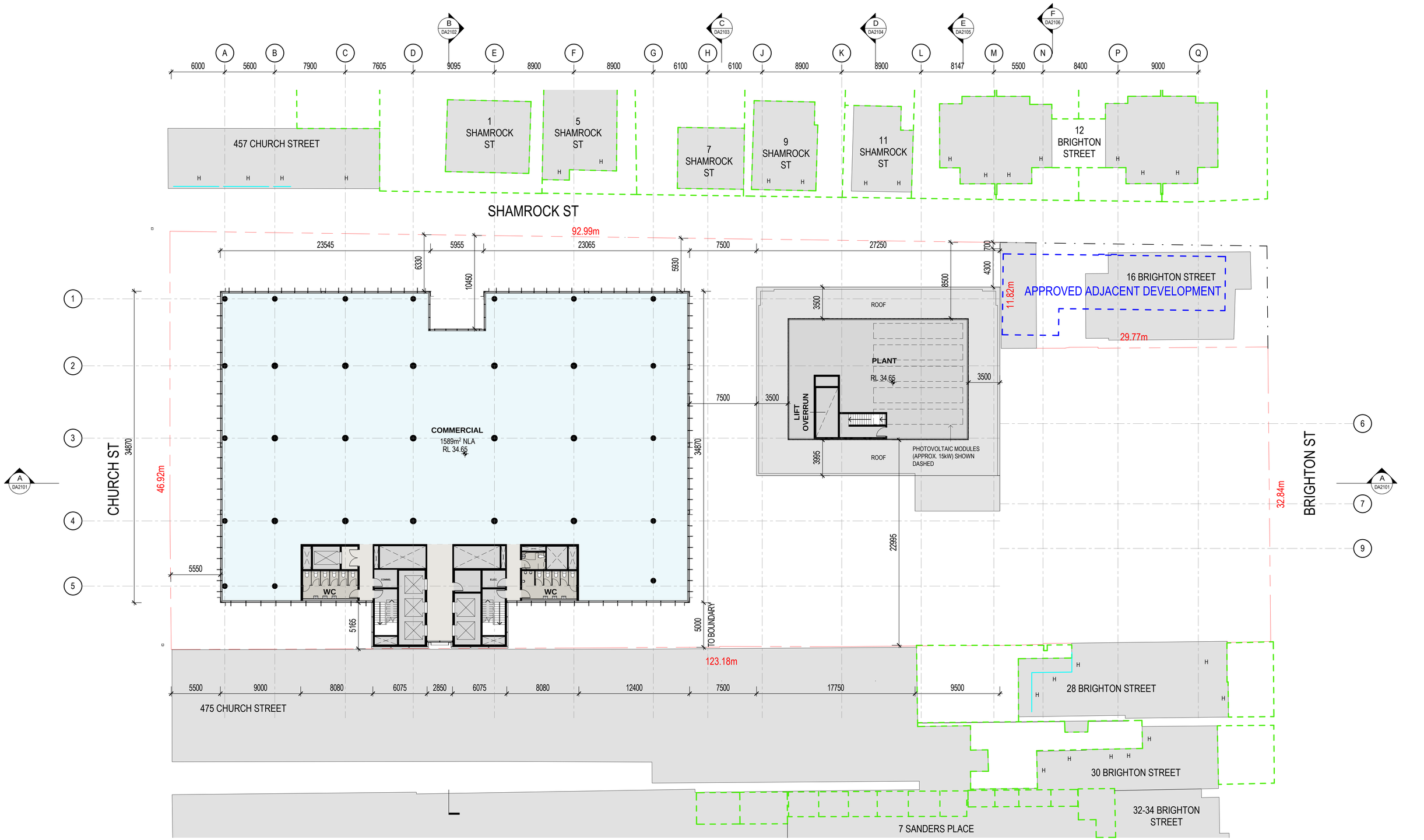
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project
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drawing
L-05 - Fifth Floor

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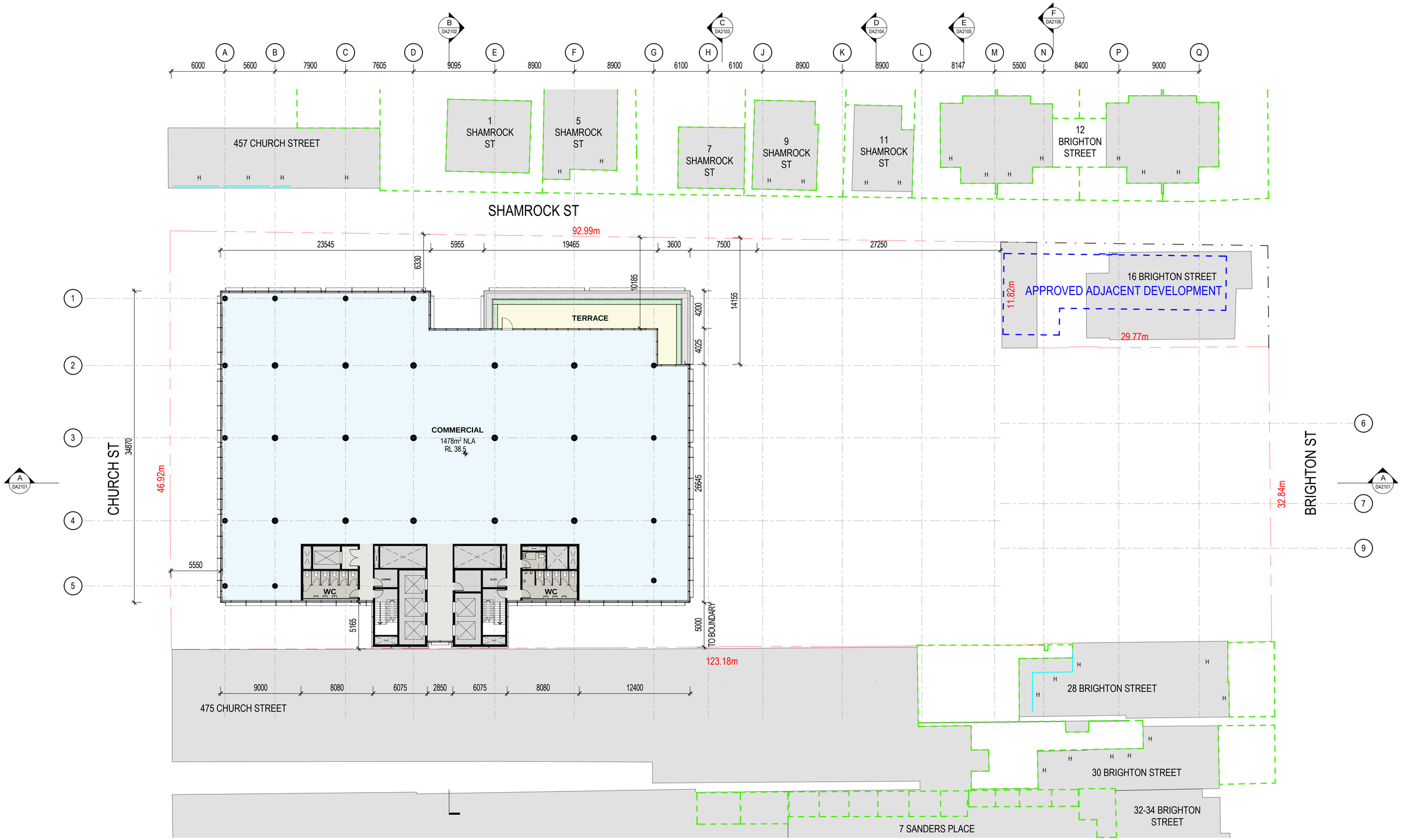
project
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drawing
L-06 - Sixth Floor

drawng no. **DA1009**

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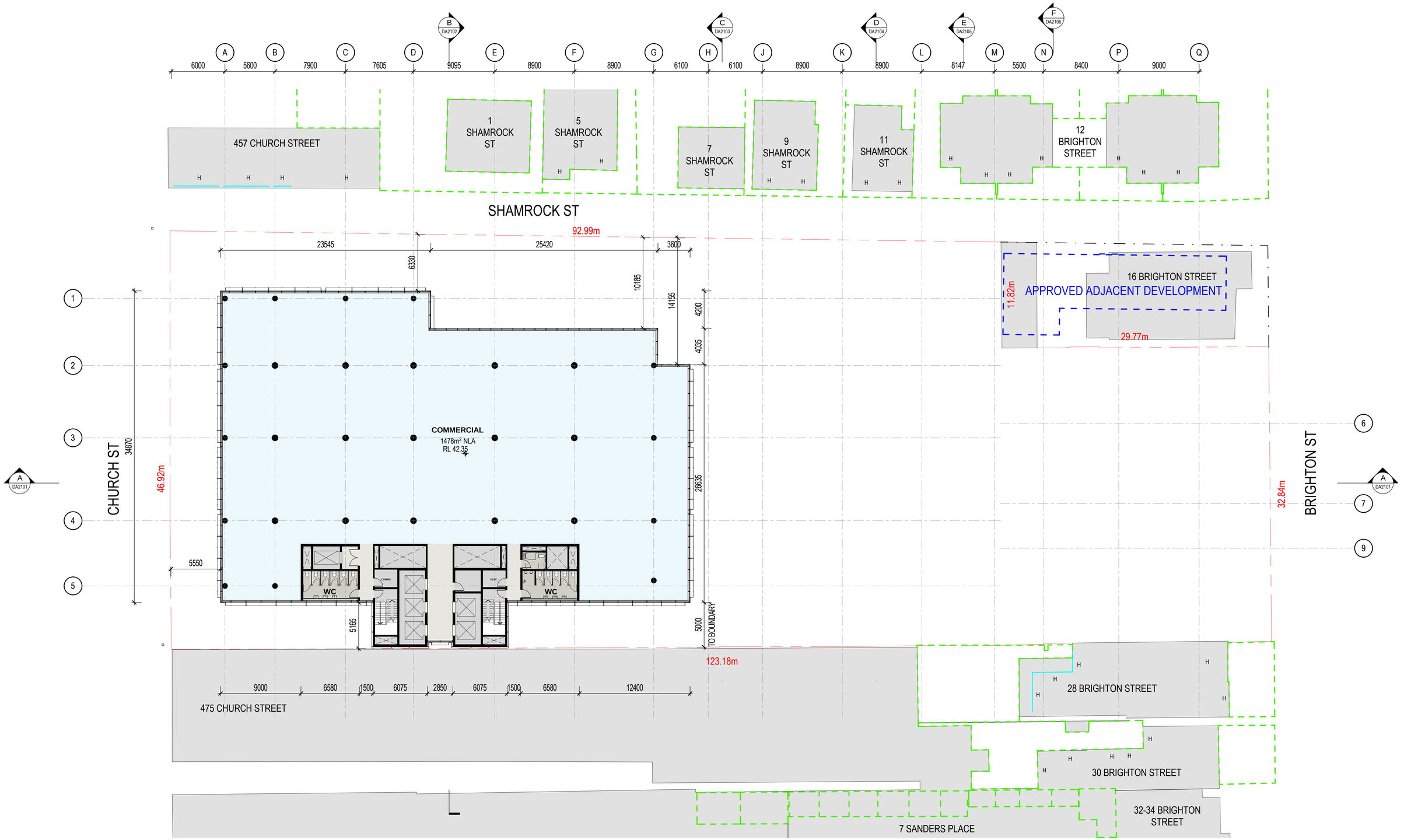
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L-07 - Seventh Floor

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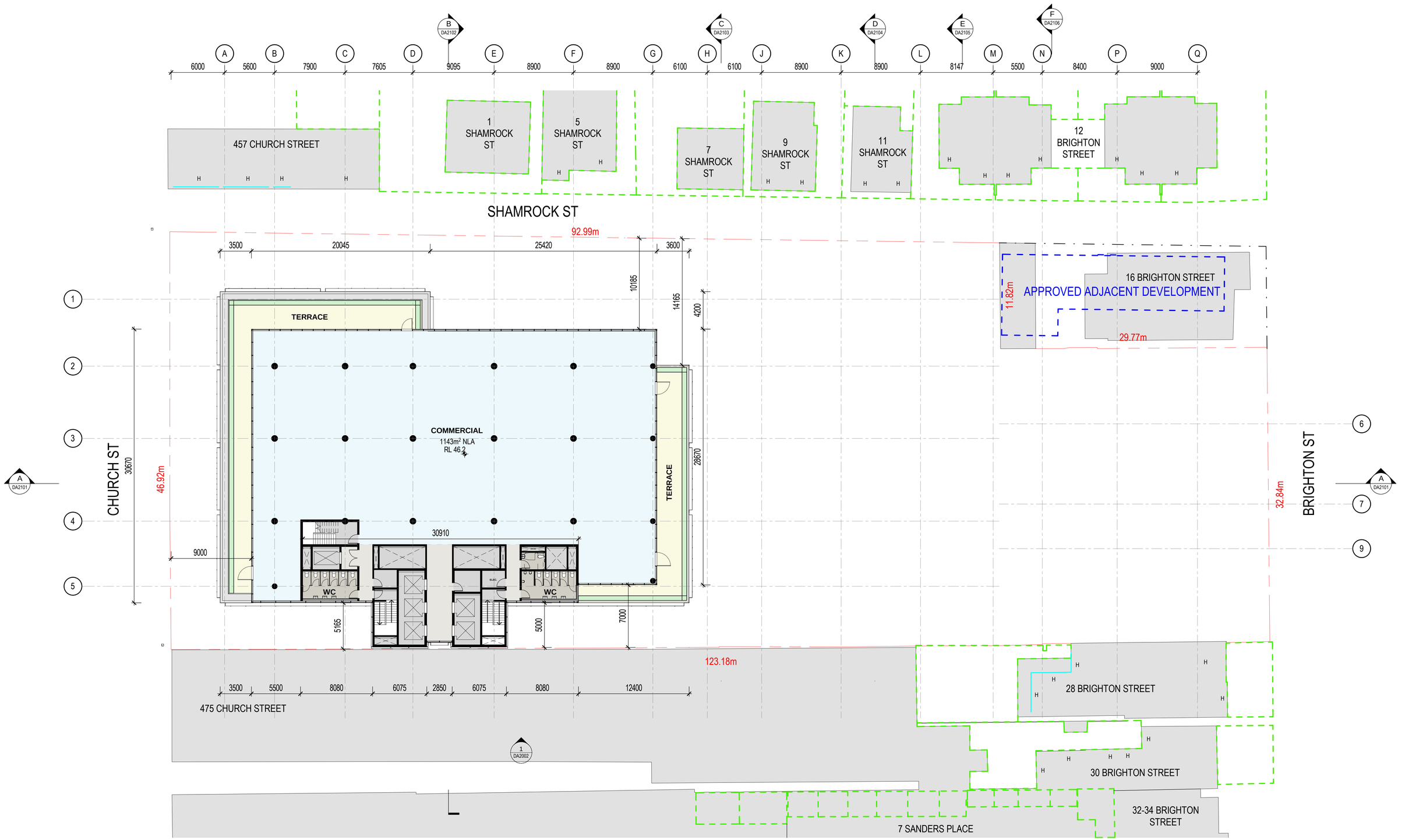
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drawing
L-08 - Eighth Floor

drawing no. **DA1011**

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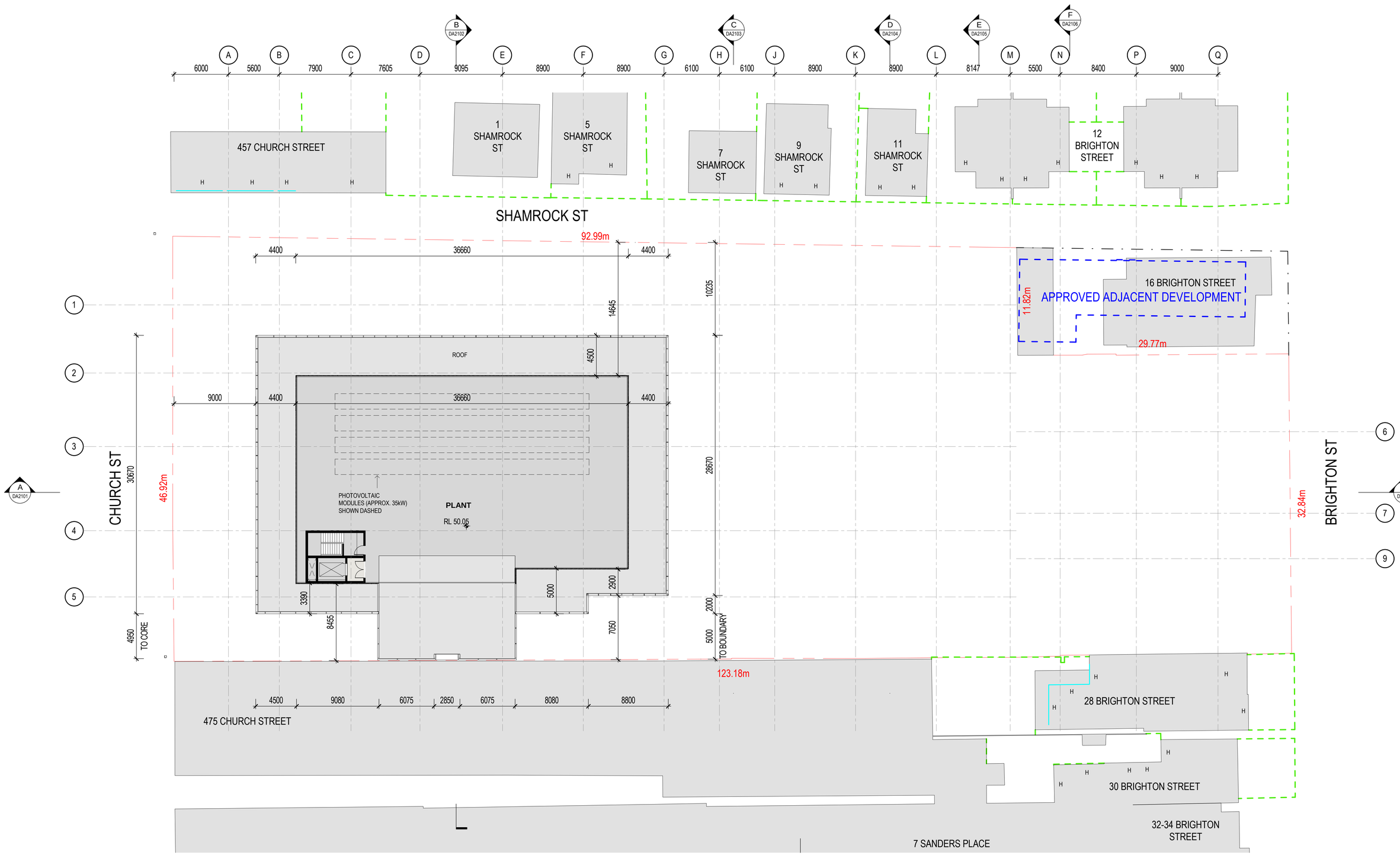
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project
459-471 Church Street, Richmond

drawing
L-09 - Ninth Floor

drawing no. **DA1012** issue **D**

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B	TP ISSUE	04.05.2018
C	TP RFI RESPONSE	07.06.2018
D	VCAT ISSUE	01.02.2019

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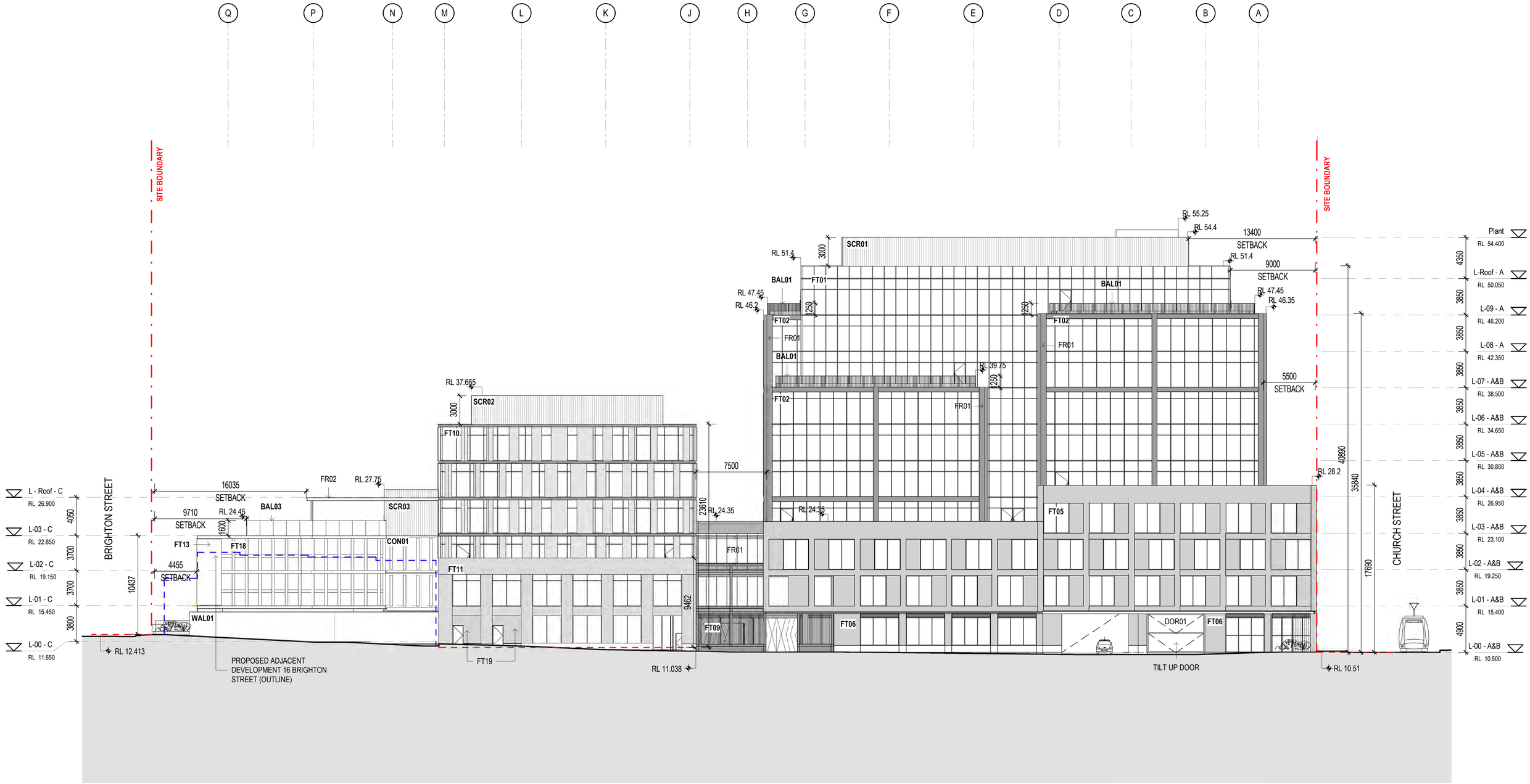
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project
459-471 Church Street, Richmond

drawing
L-Roof - Building A Roof

drawing no. **DA1013**
issue **D**

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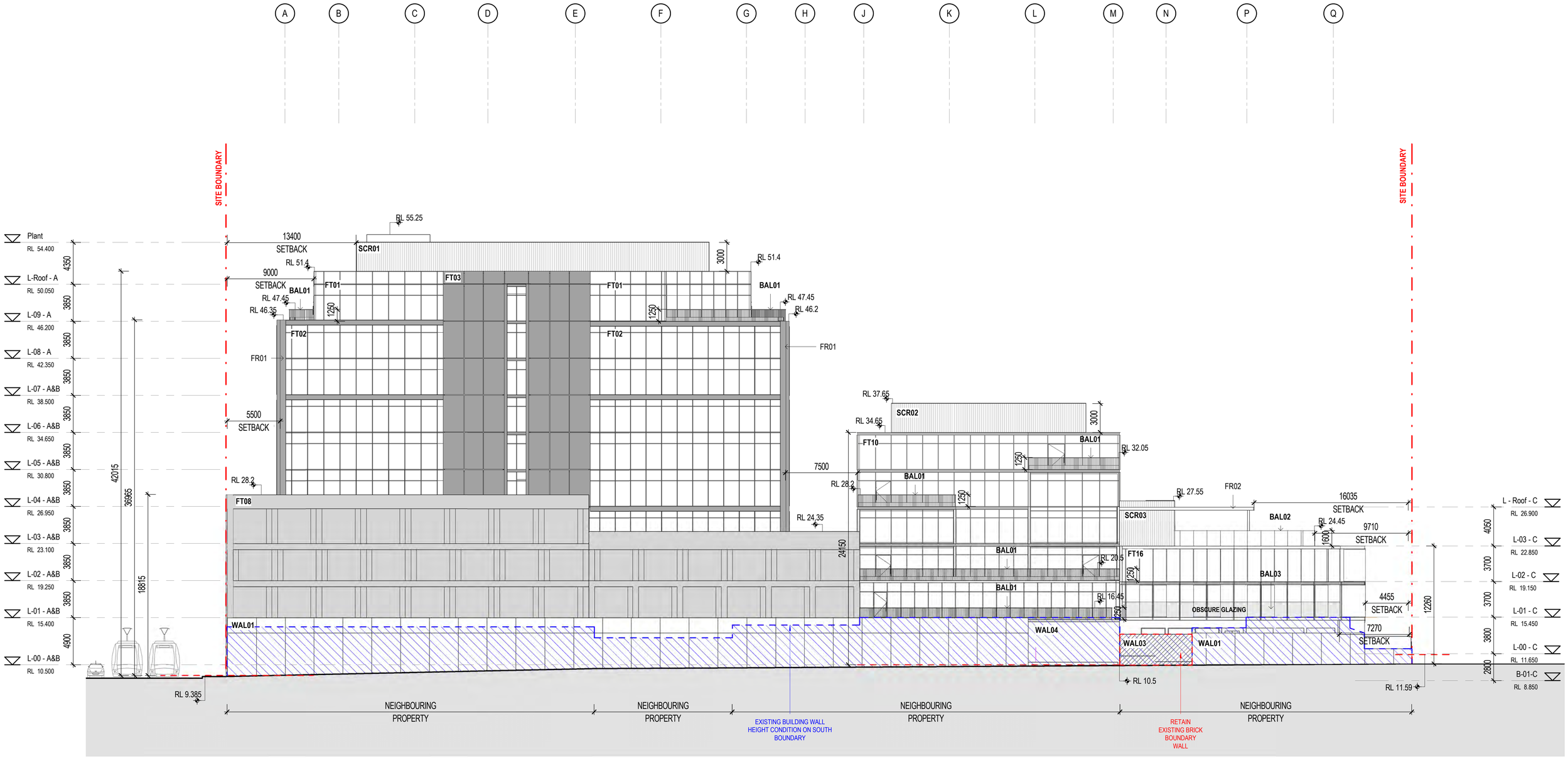
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project
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drawing
Site Elevation (North)

drawing no. **DA2001**
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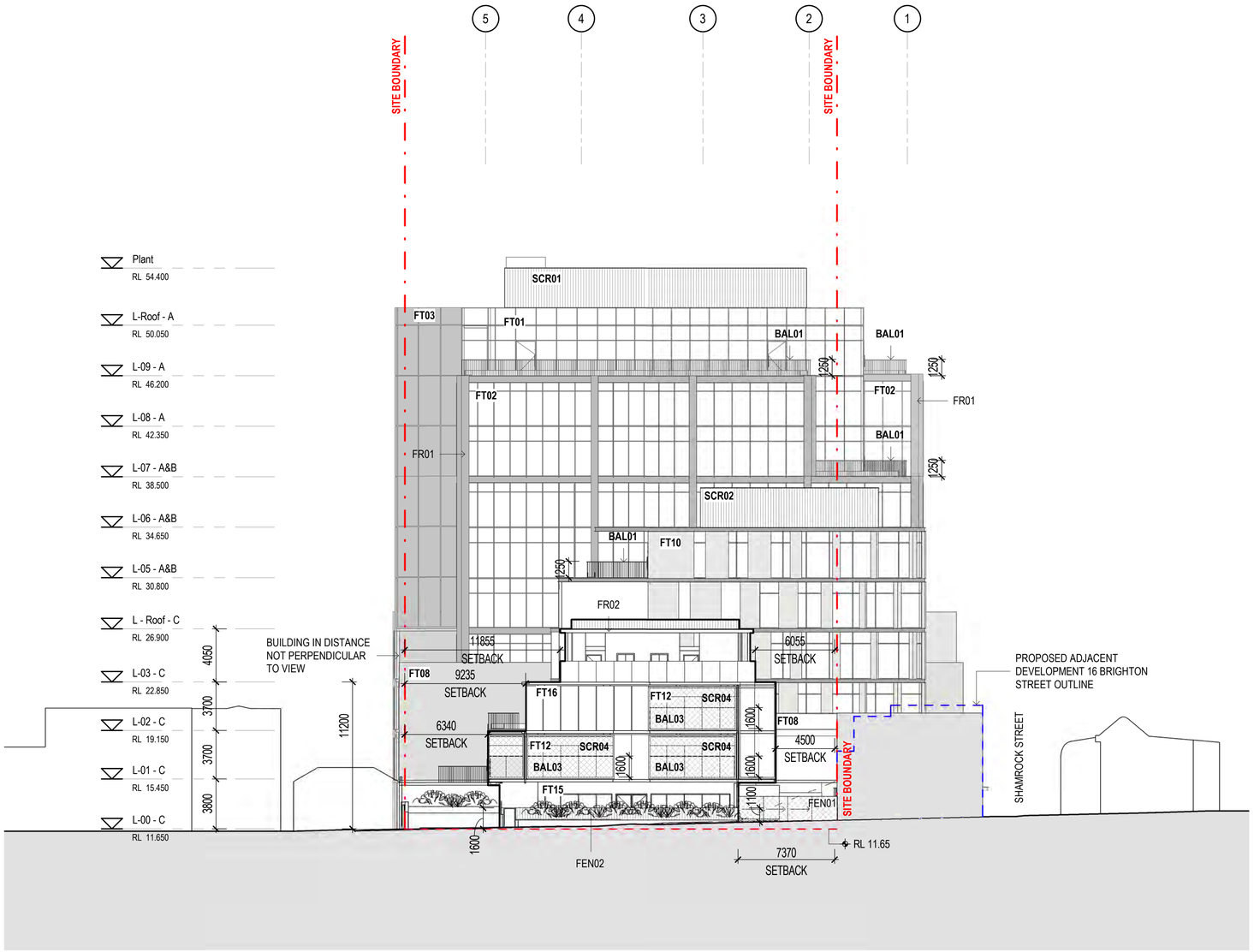
project
459-471 Church Street, Richmond

drawing
Site Elevation (South)

drawing no. **DA2002**

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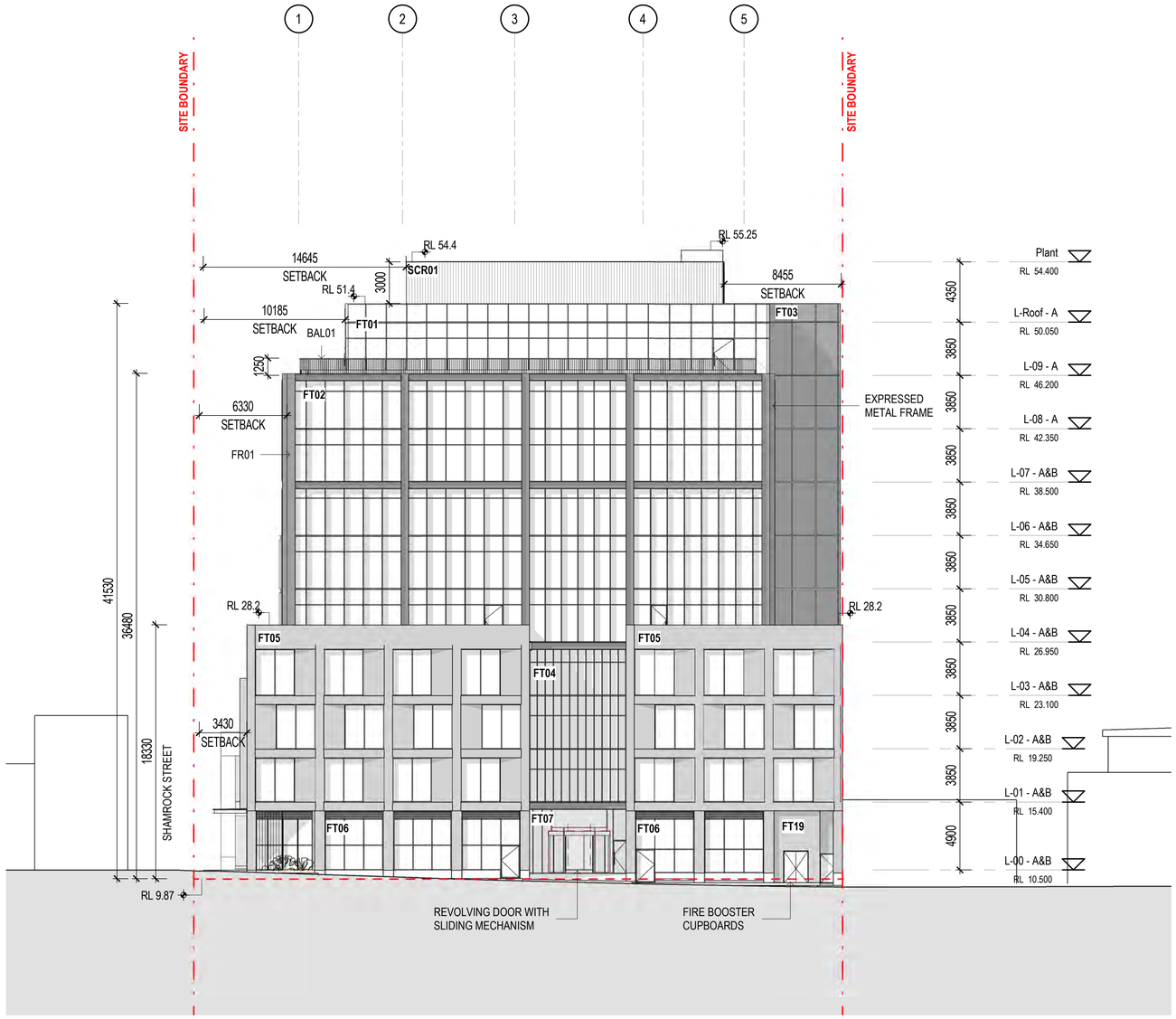
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project
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drawing
Site Elevation (East)

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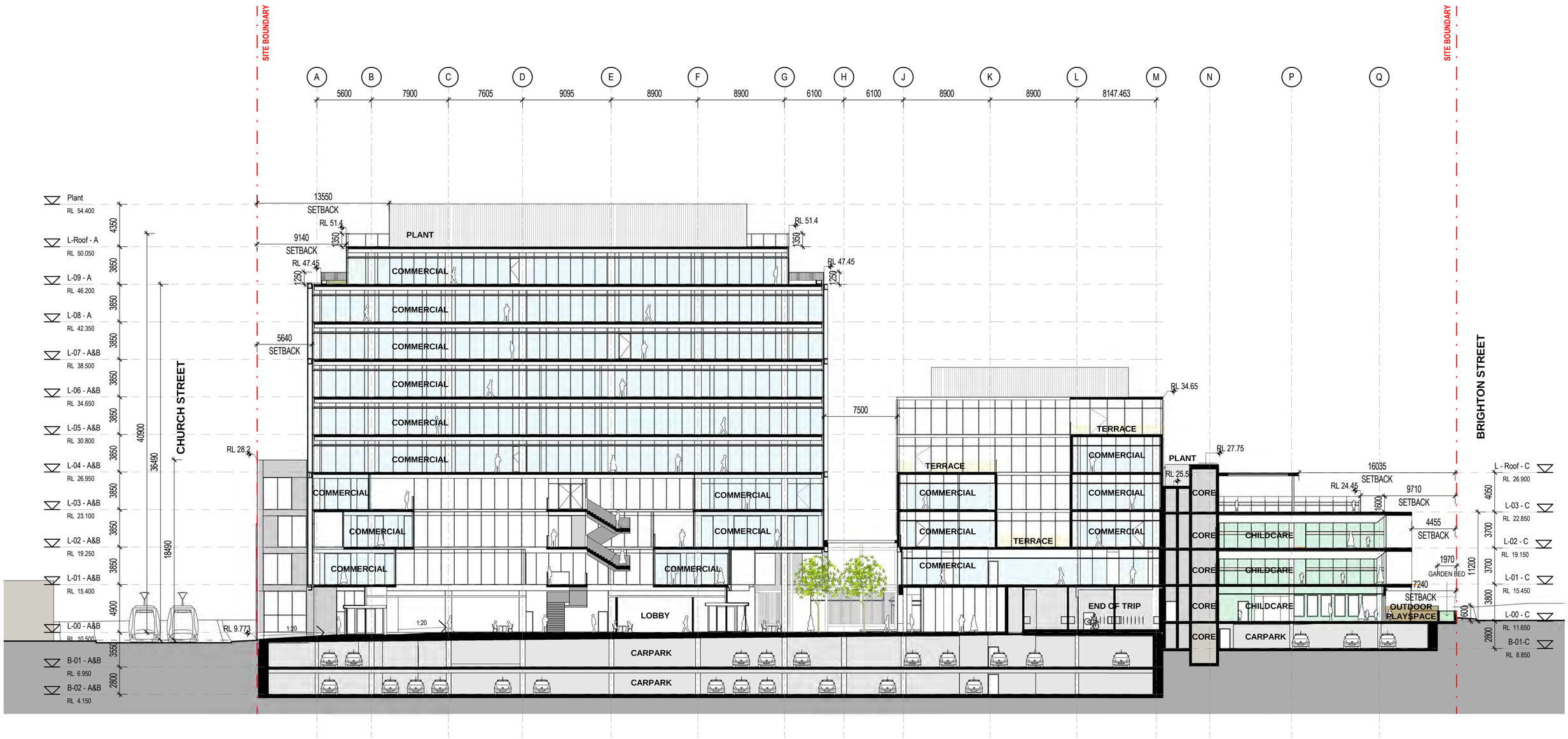
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project no 170358.00

project
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drawing
Site Elevation (West)

drawing no. **DA2004**
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project
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drawing
Section A-A

drawng no. DA2101
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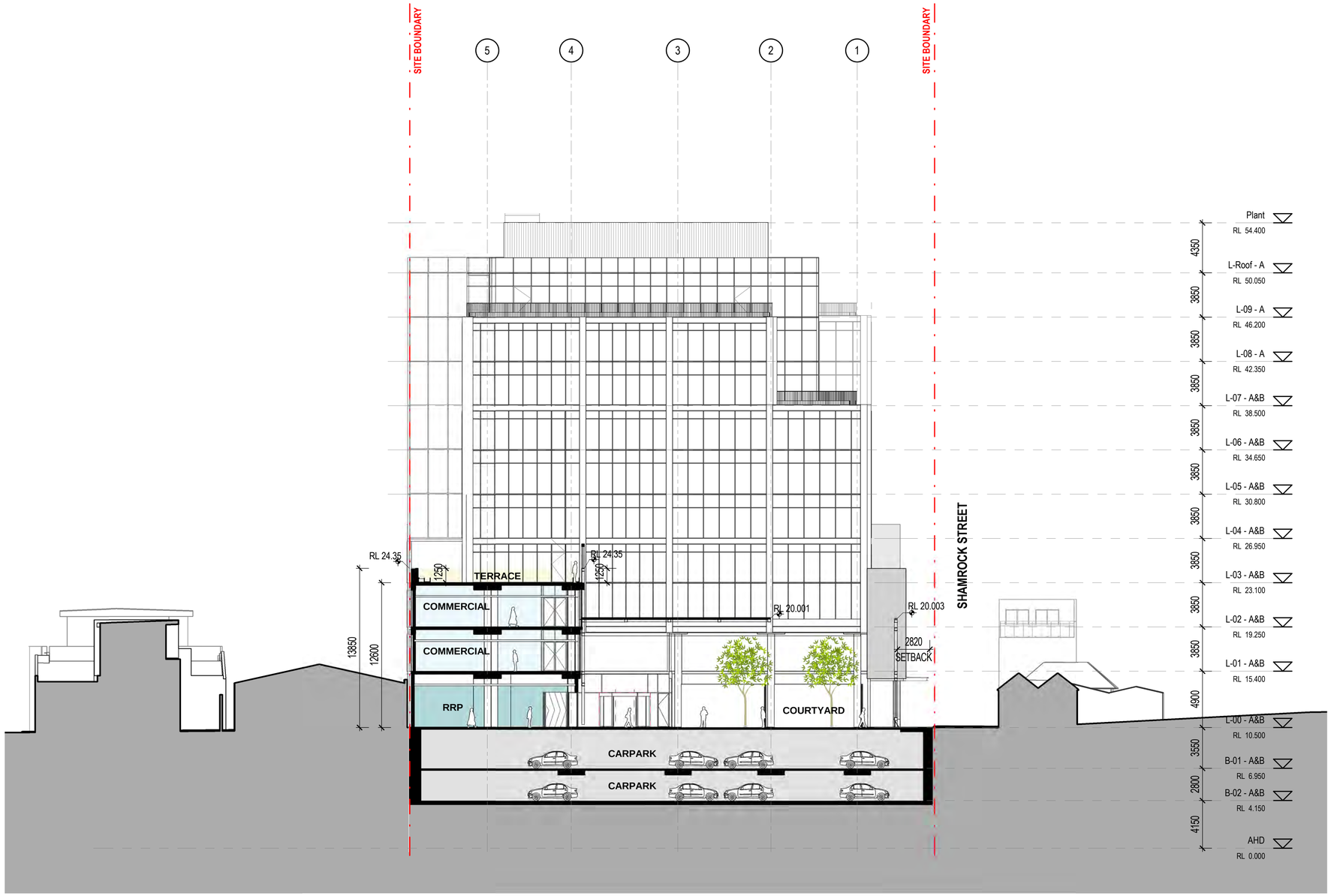
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project
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drawing
Section B-B

drawing no. **DA2102**
issue **D**

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drawn	Author	project no	170358.00

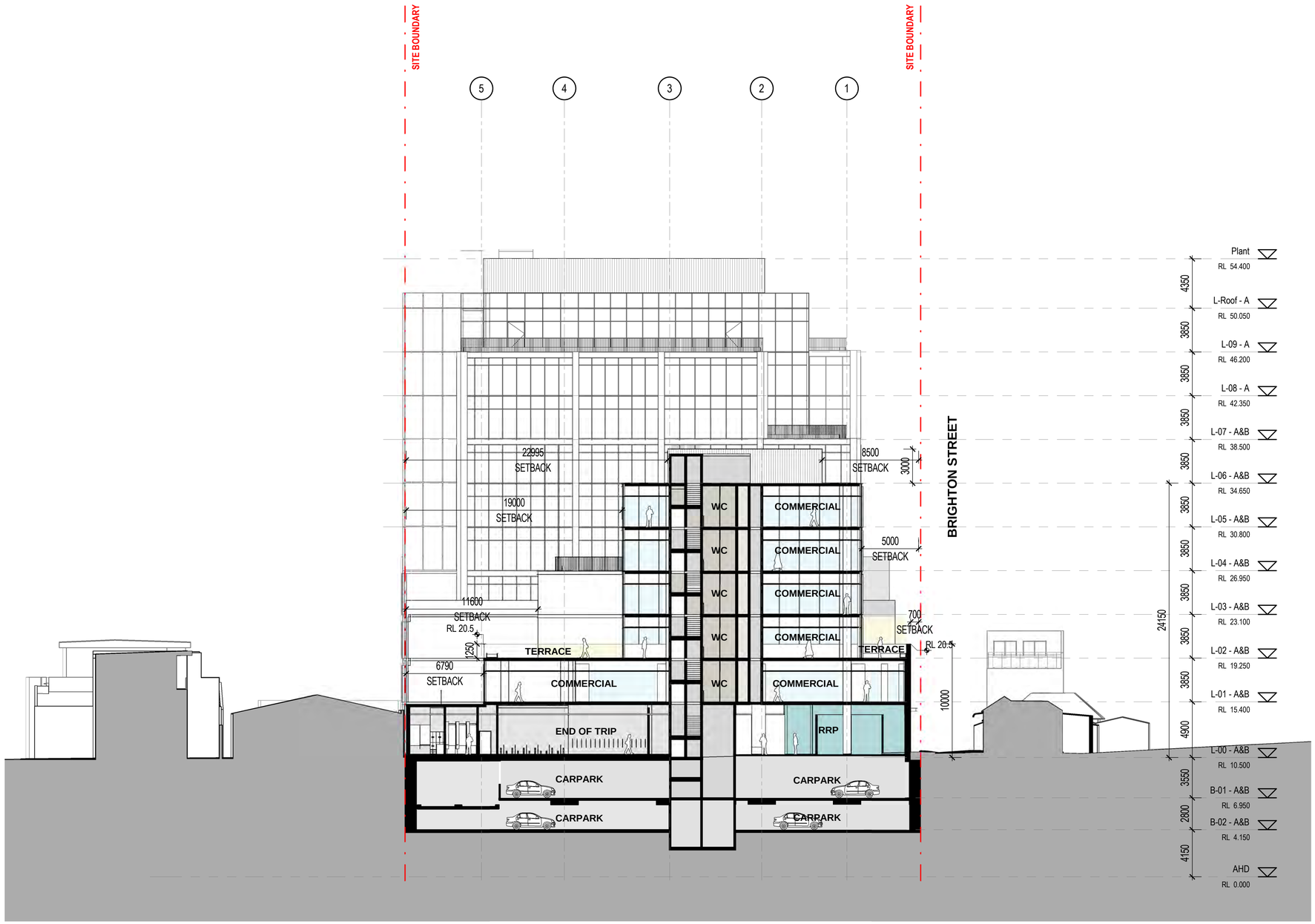
project
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drawing
Section C-C

drawing no. **DA2103**

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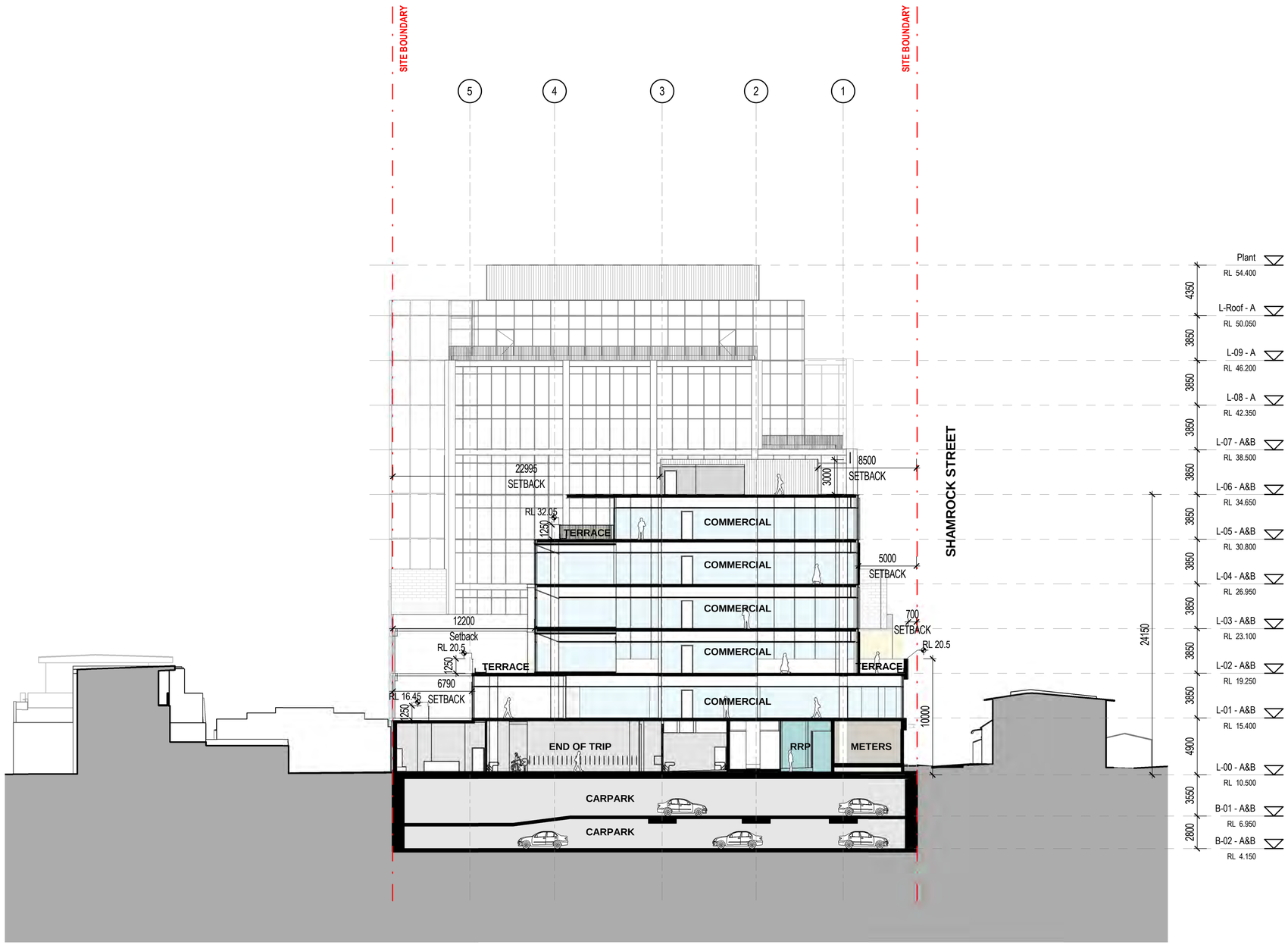
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drawing
Section D-D

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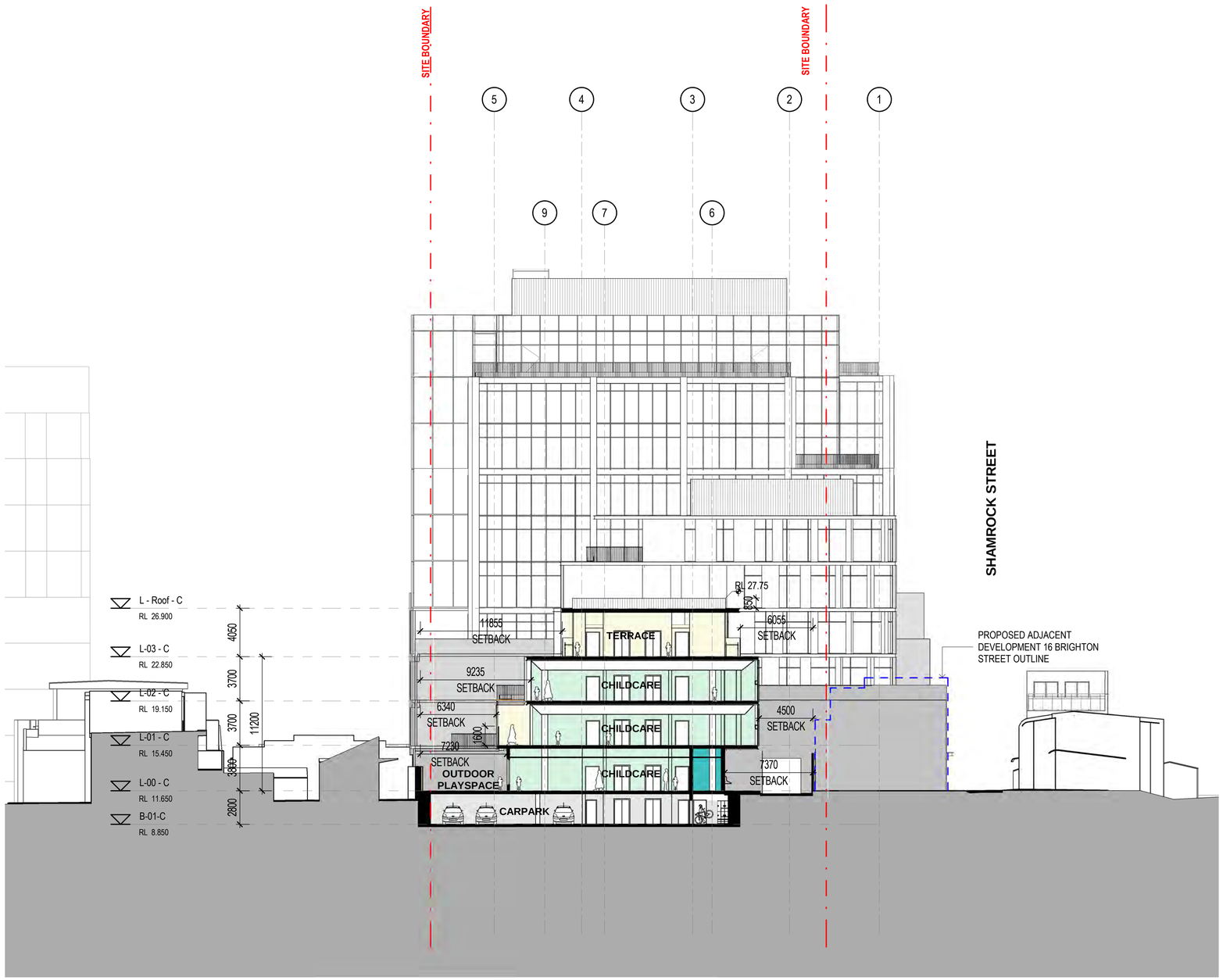
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project
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drawing
Section E-E

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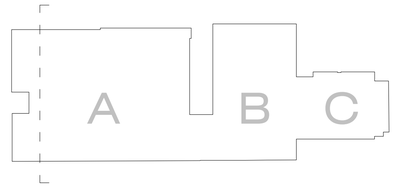
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drawing
Section F-F

drawing no. **DA2106**

issue **A**

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Key Plan



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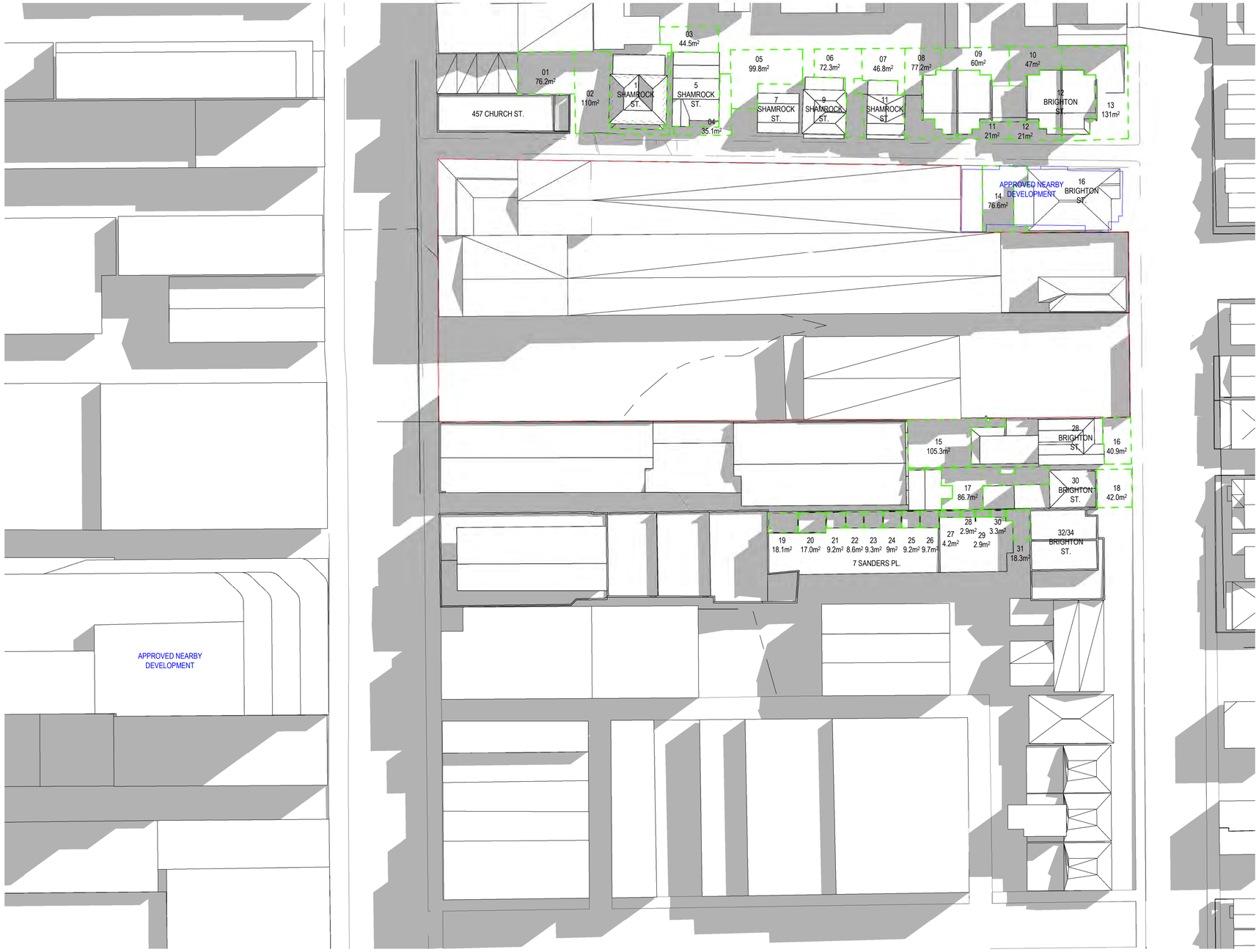
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project
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drawing
Section G-G

drawing no.	issue
DA2107	**A**

04/02/19 16:01:52



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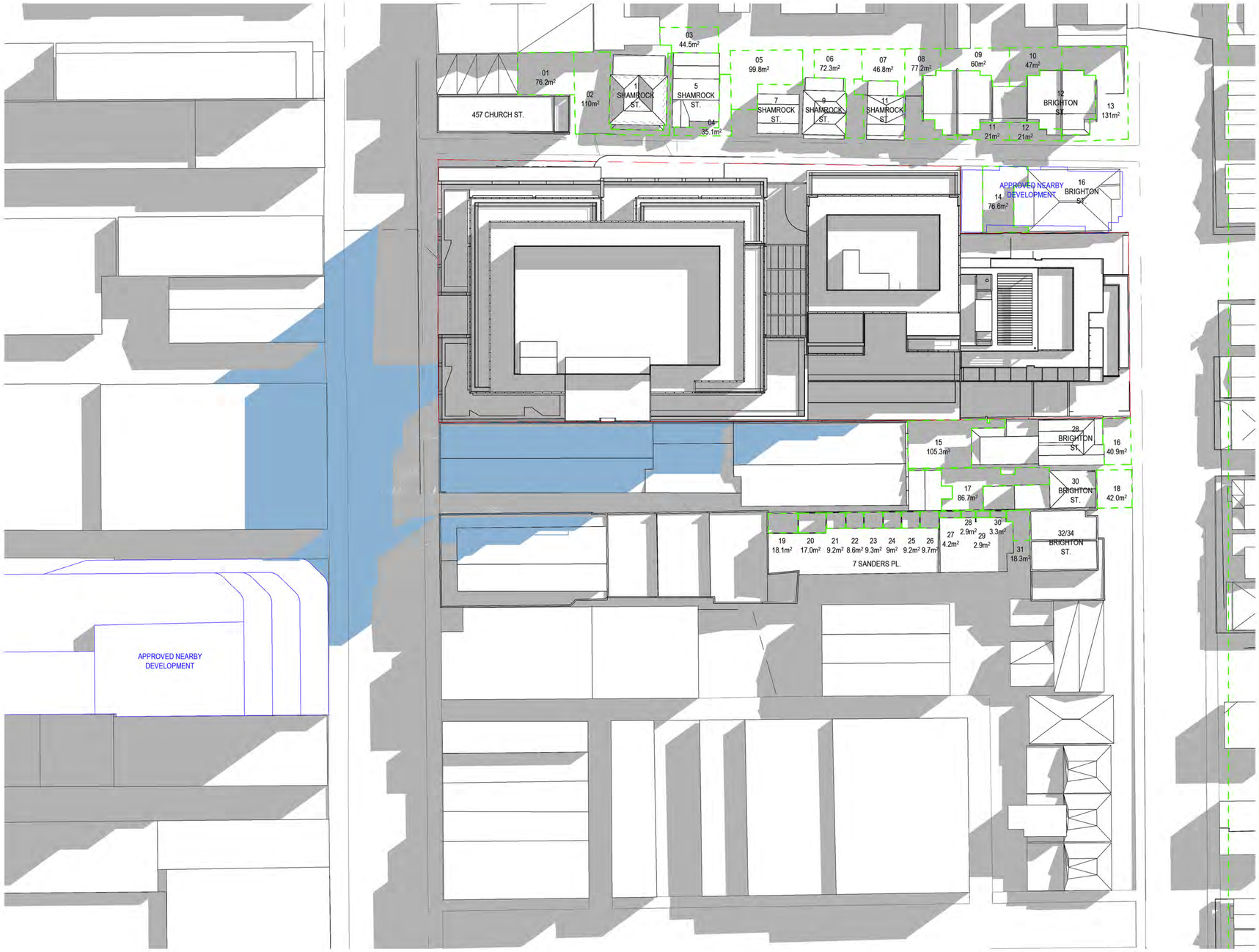
project
459-471 Church Street, Richmond

drawing
Shadow Study - 22 Sept - 0900 - Existing

drawing no. **DA2201**

issue **D**

04/02/19 16:03:29



NO.	PRIVATE OPEN SPACE AREA (m^2)	EXISTING SHADOW (%)	NEW SHADOW (%)	CHANGE (%)
15	105.3	62.9	62.0	-0.9

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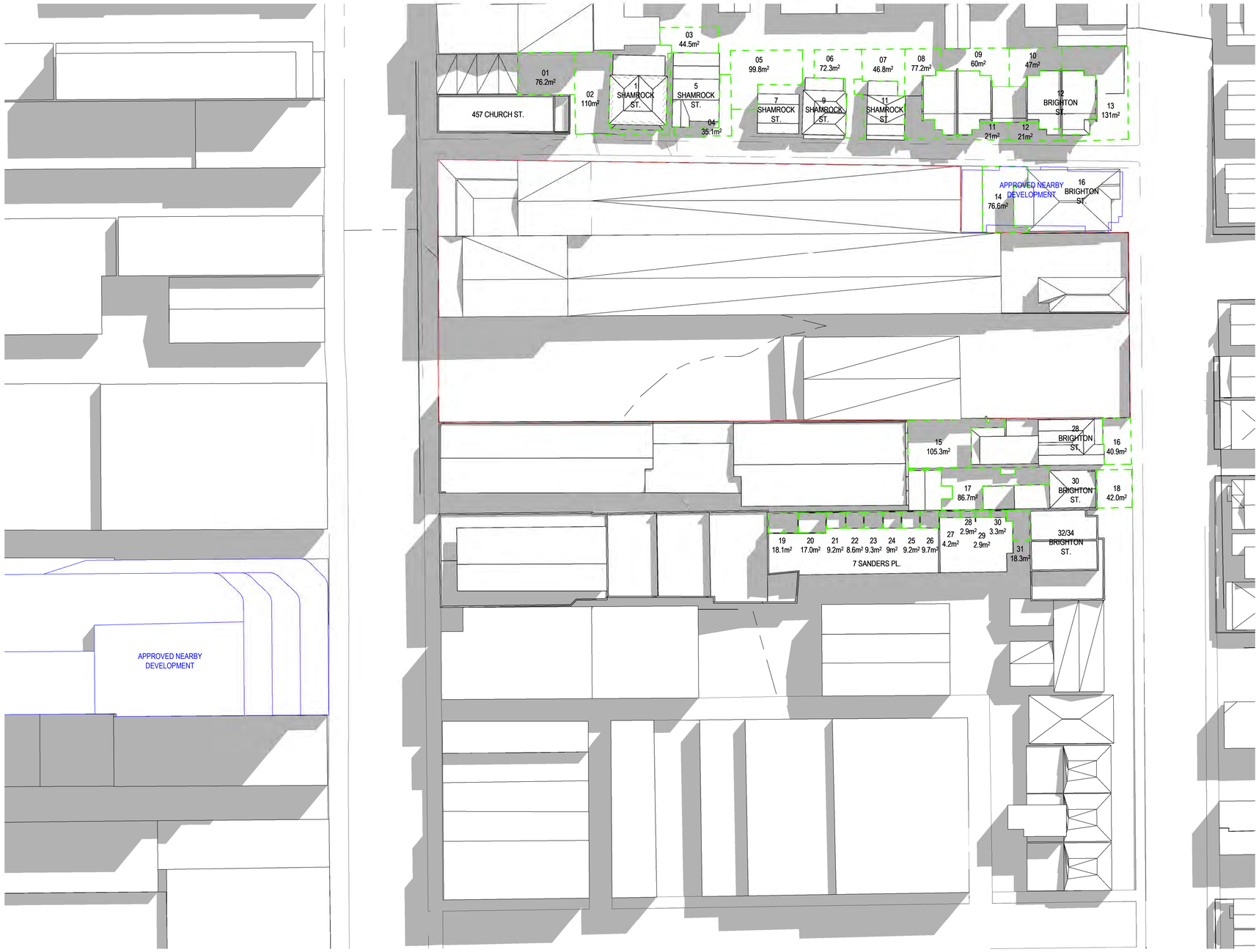
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project
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drawing
Shadow Study - 22 Sept - 0900 - Proposed

drawing no. **DA2202** issue **D**

04/02/19 16:04:16



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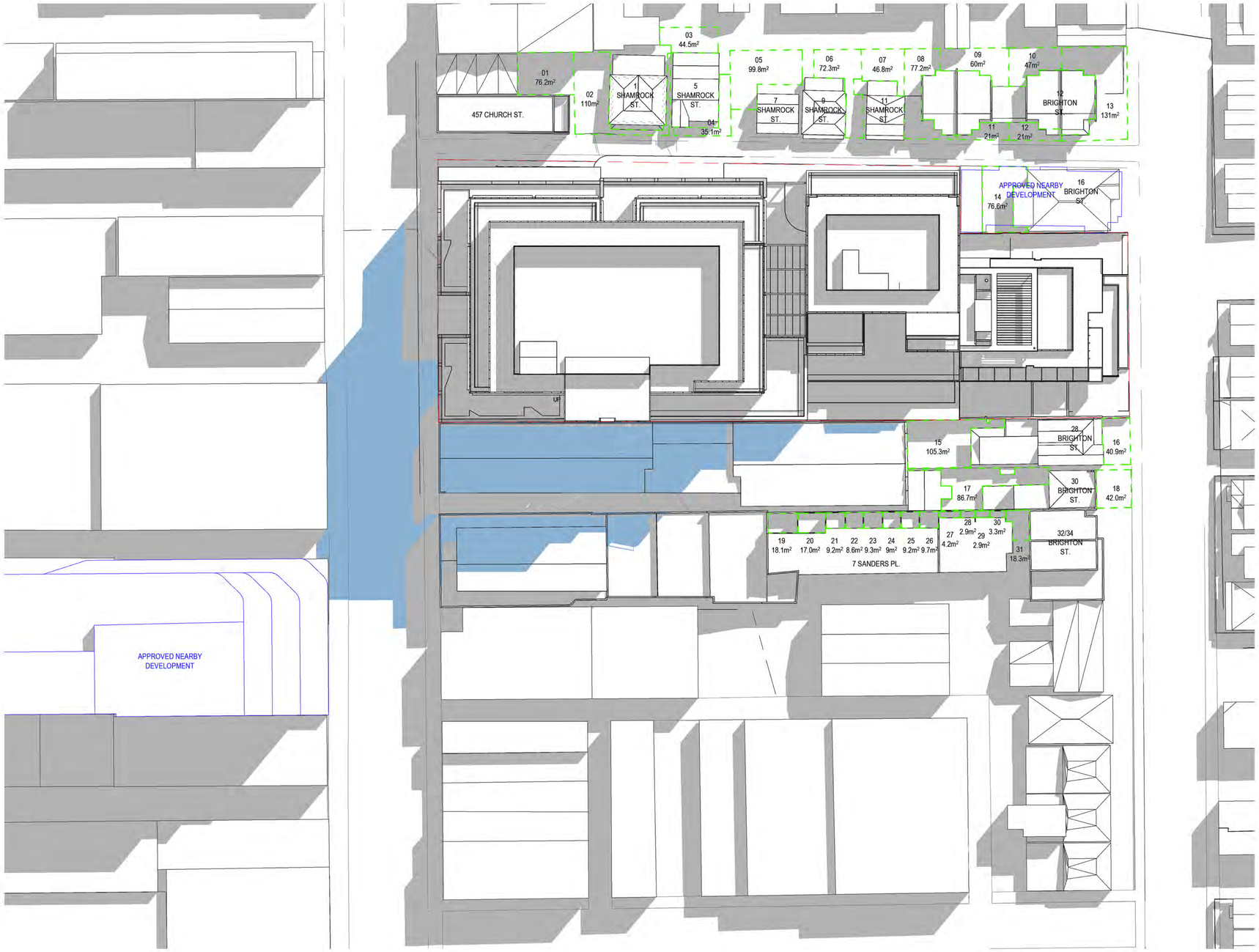
project
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drawing
Shadow Study - 22 Sept - 1000 - Existing

drawing no. **DA2203**

issue **D**

04/02/19 16:04:45



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15	105.3	55.1	53.8	-1.3

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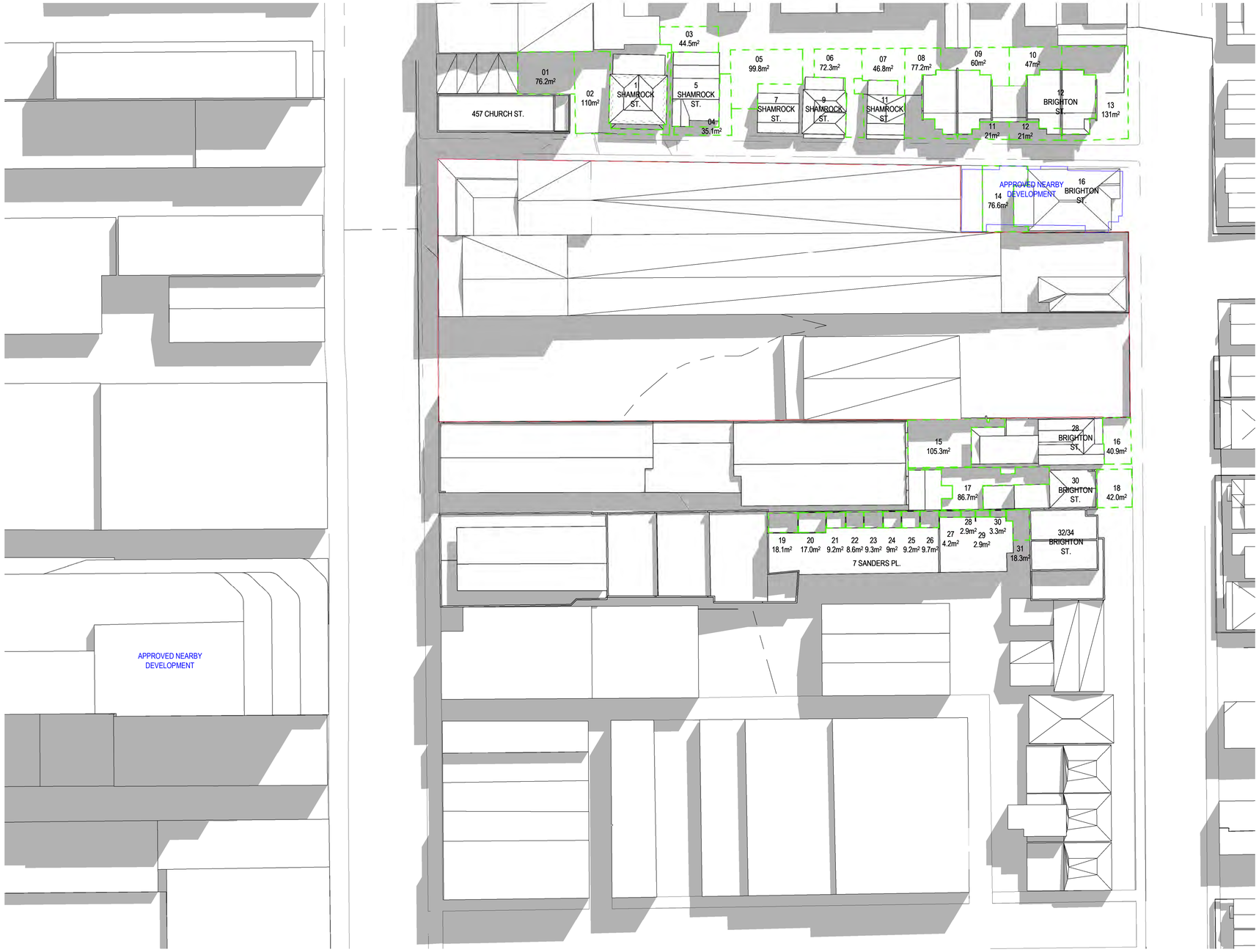
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project
459-471 Church Street, Richmond

drawing
Shadow Study - 22 Sept - 1000 - Proposed

drawing no. **DA2204** issue **D**

04/02/19 16.05:35



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Nominated Architect
Ray Brown, NSWARB 6359

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A	Revised Shadow Studiees	31.05.2018
B	TP RFI RESPONSE	07.06.2018
C	VCAT ISSUE	01.02.2019

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checked	AH	scale	As indicated@A1
drawn	MB	project no	170358.00

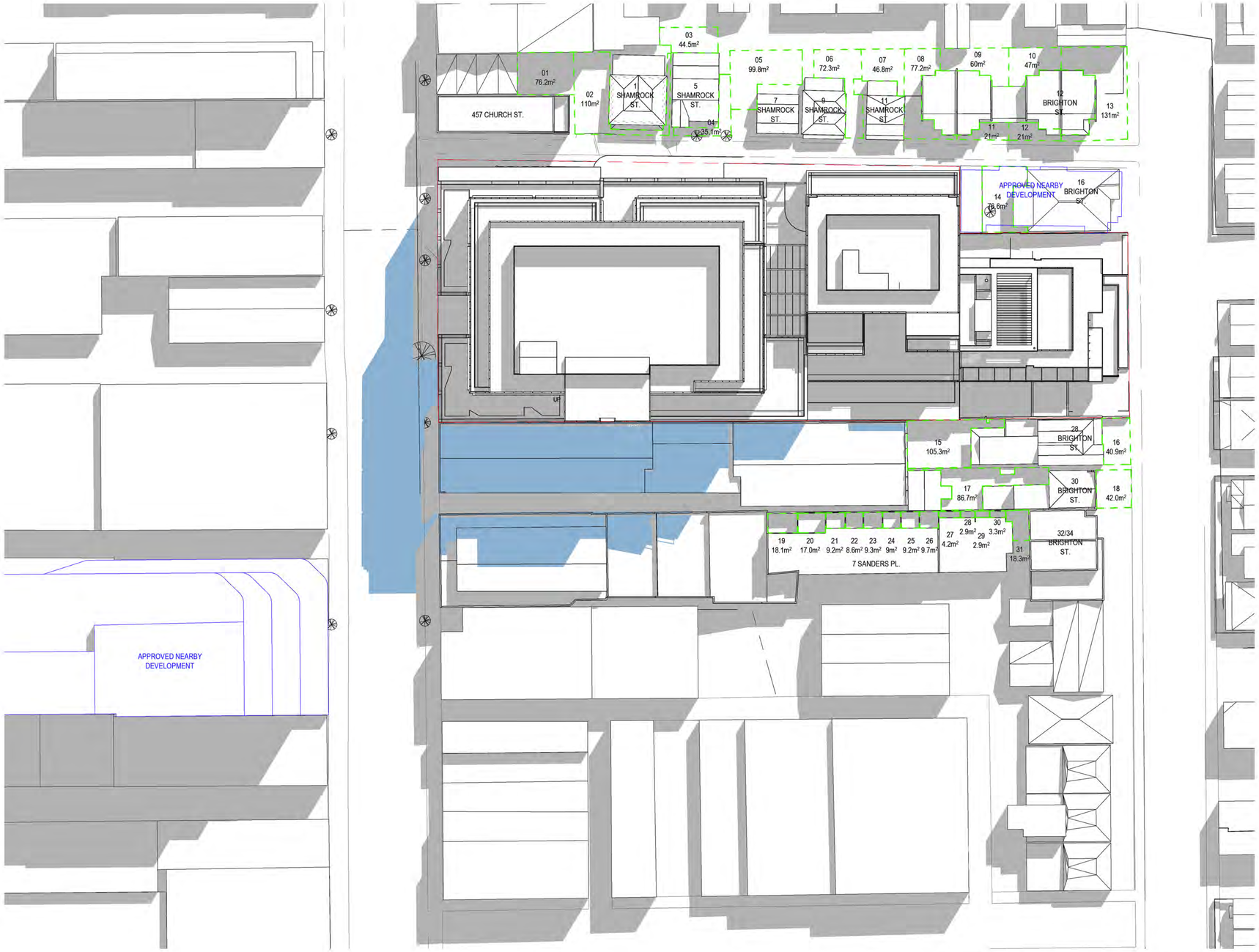
project
459-471 Church Street, Richmond

drawing
Shadow Study - 22 Sept - 1030 - Existing

drawing no. **DA2205**

issue **C**

04/02/19 16:06:00



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drawn	MB	project no	170358.00

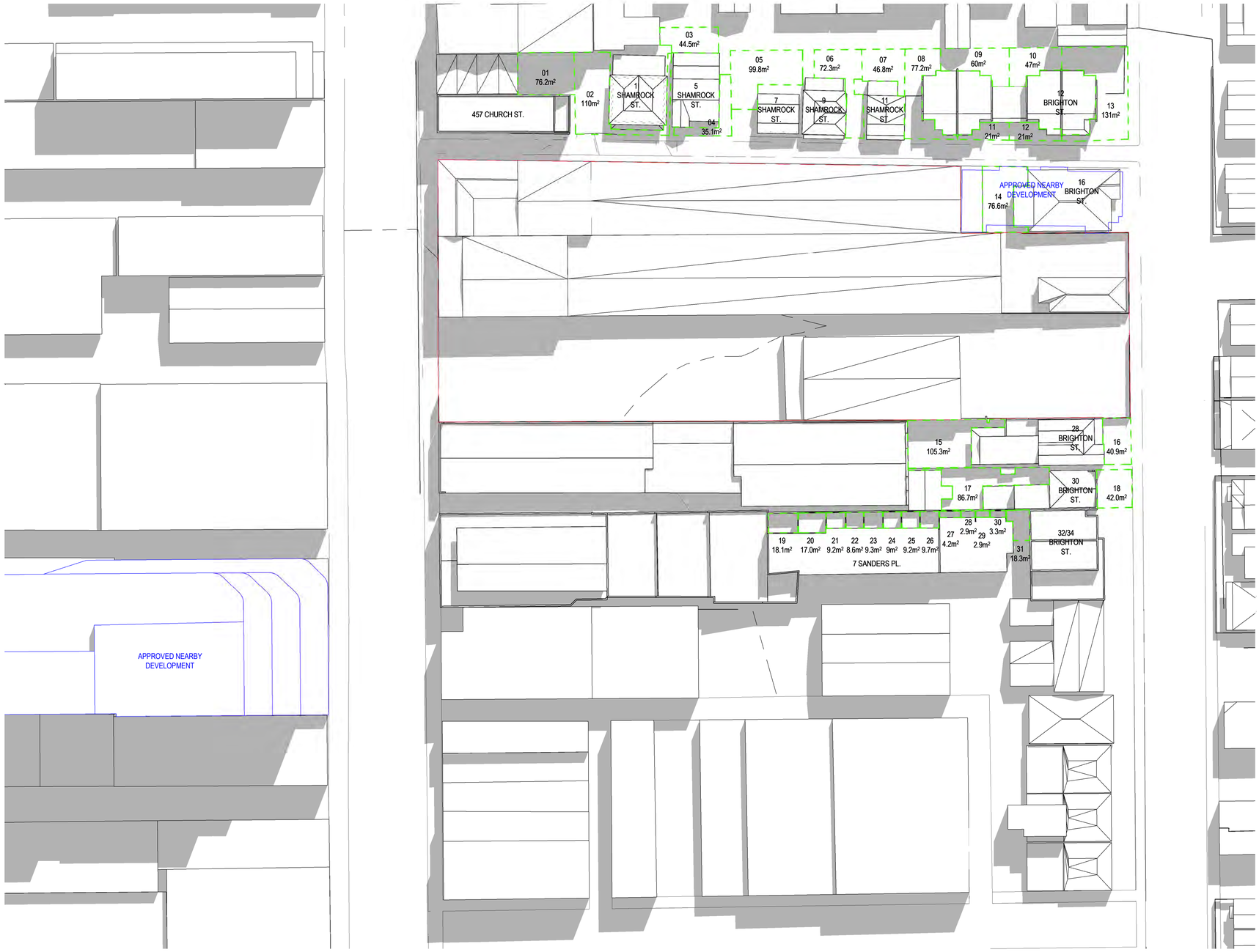
project
459-471 Church Street, Richmond

drawing
Shadow Study - 22 Sept - 1030 - Proposed

drawing no. **DA2206**

issue **C**

04/02/19 16:06:40



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drawn	MB	project no	170358.00

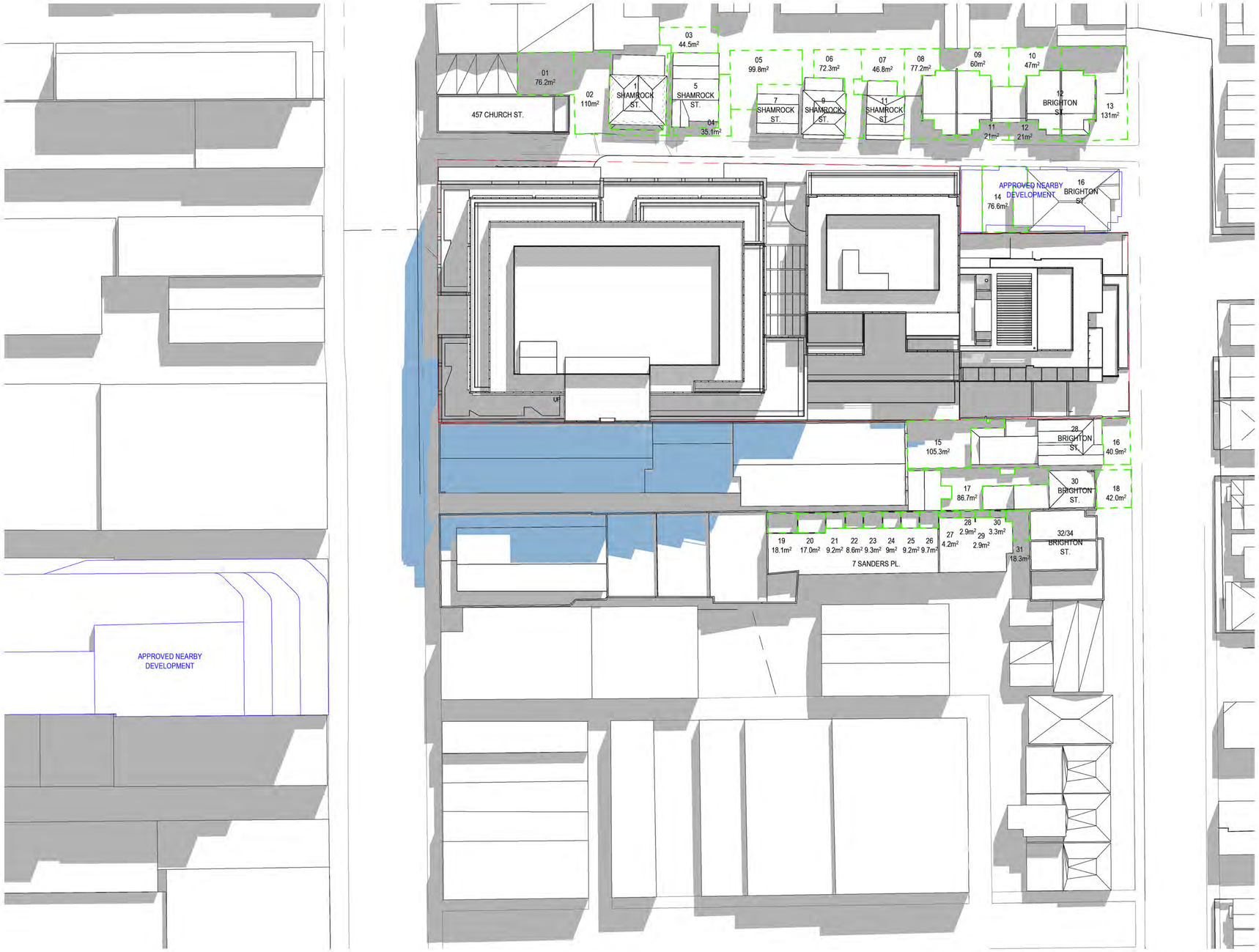
project
459-471 Church Street, Richmond

drawing
Shadow Study - 22 Sept - 1100 - Existing

drawing no. **DA2207**

issue **C**

04/02/19 16:07:05



NO.	PRIVATE OPEN SPACE AREA (m^2)	EXISTING SHADOW (%)	NEW SHADOW (%)	CHANGE (%)
15	105.3	49.8	51.1	1.2

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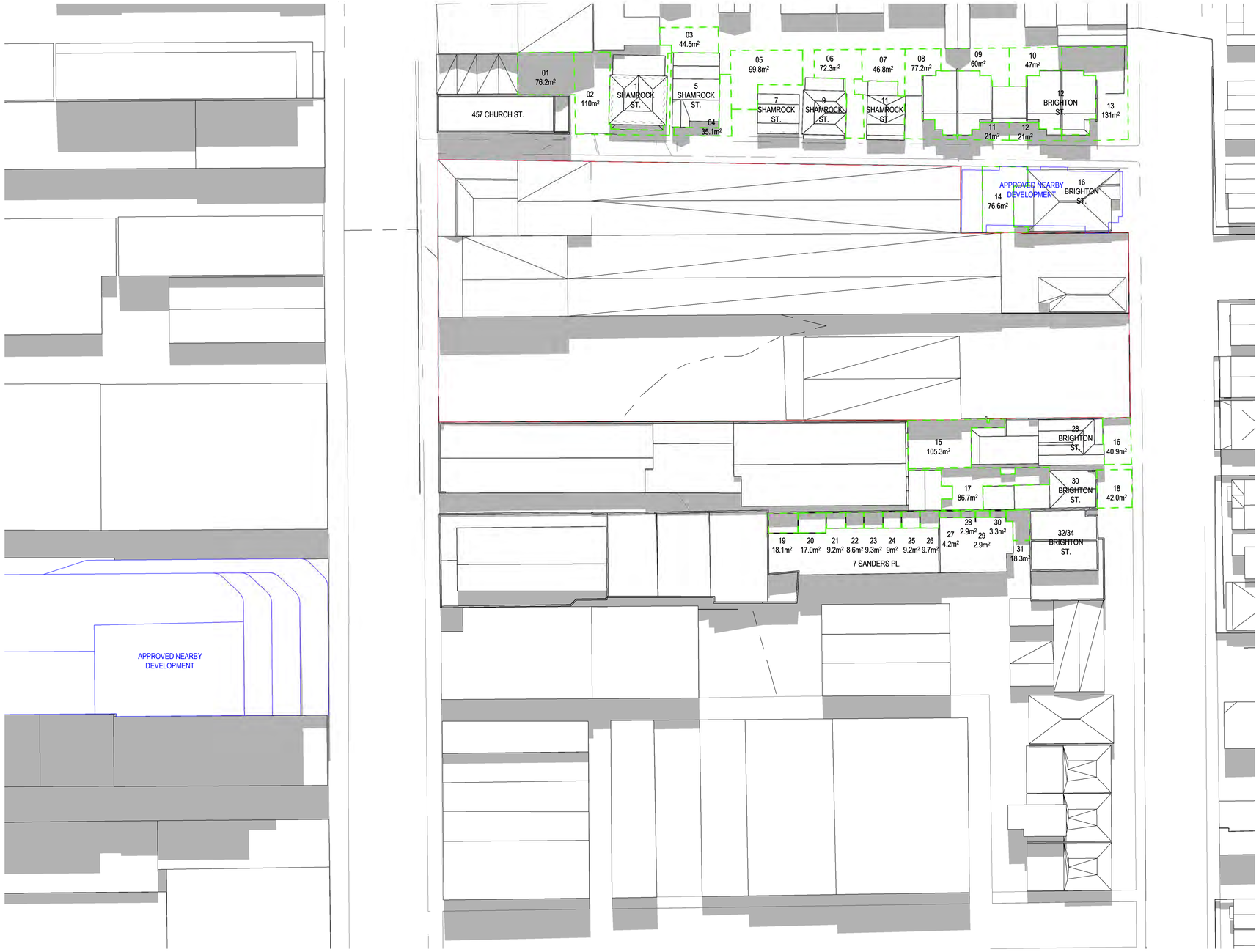
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drawn	MB	project no	170358.00

project
459-471 Church Street, Richmond

drawing
Shadow Study - 22 Sept - 1100 - Proposed

drawing no. **DA2208** issue **C**

04/02/19 16:07:44



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drawn	MB	project no	170358.00

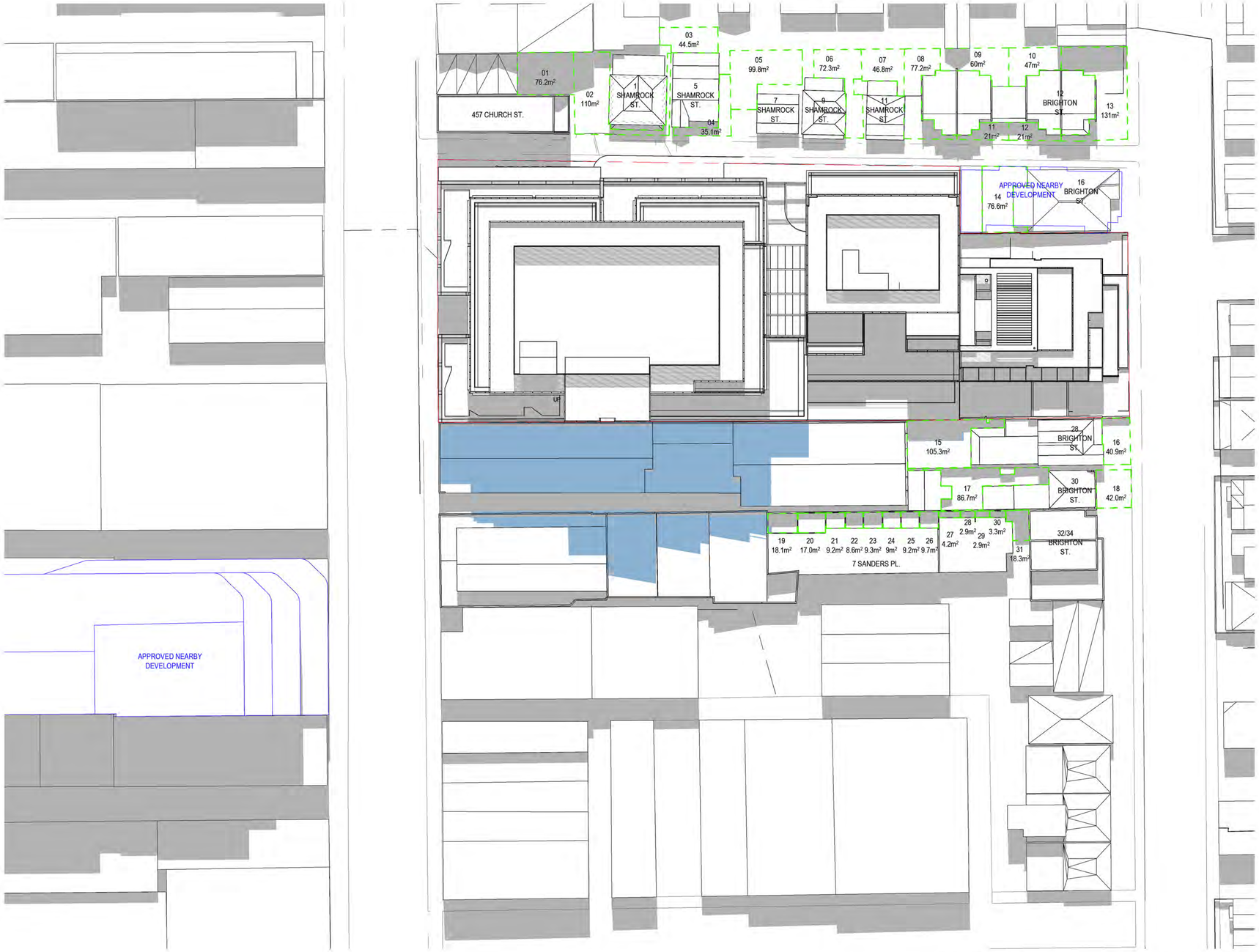
project
459-471 Church Street, Richmond

drawing
Shadow Study - 22 Sept - 1200 - Existing

drawing no. **DA2209**

issue **C**

04/02/19 16:08:09



NO.	PRIVATE OPEN SPACE AREA (m^2)	EXISTING SHADOW (%)	NEW SHADOW (%)	CHANGE (%)
15	105.3	45.1	46.6	1.4
19	18.1	71.9	75.2	3.3

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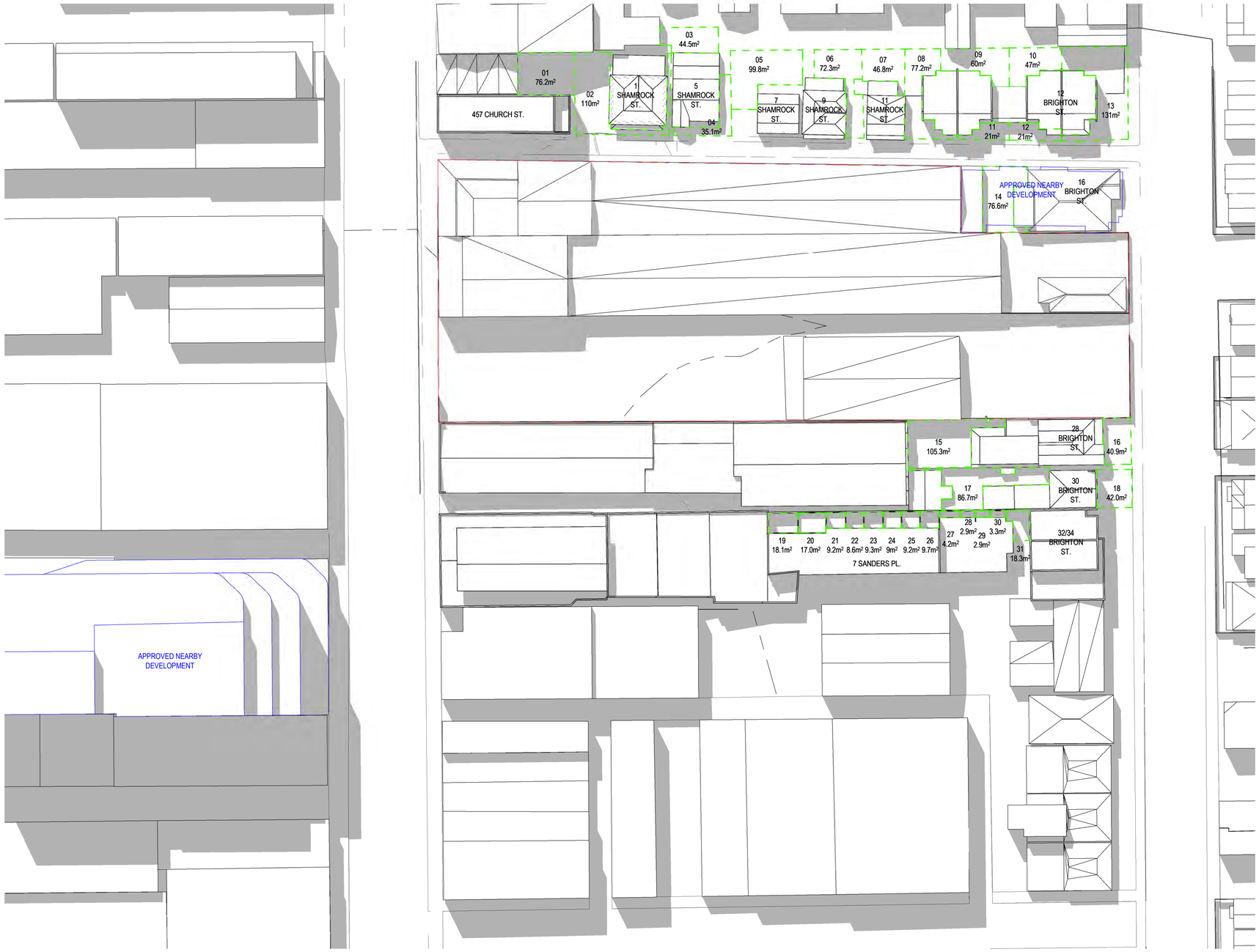
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project
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drawing
Shadow Study - 22 Sept - 1200 - Proposed

drawing no. **DA2210** issue **C**

04/02/19 16:08:46



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drawn	MB	project no	170358.00

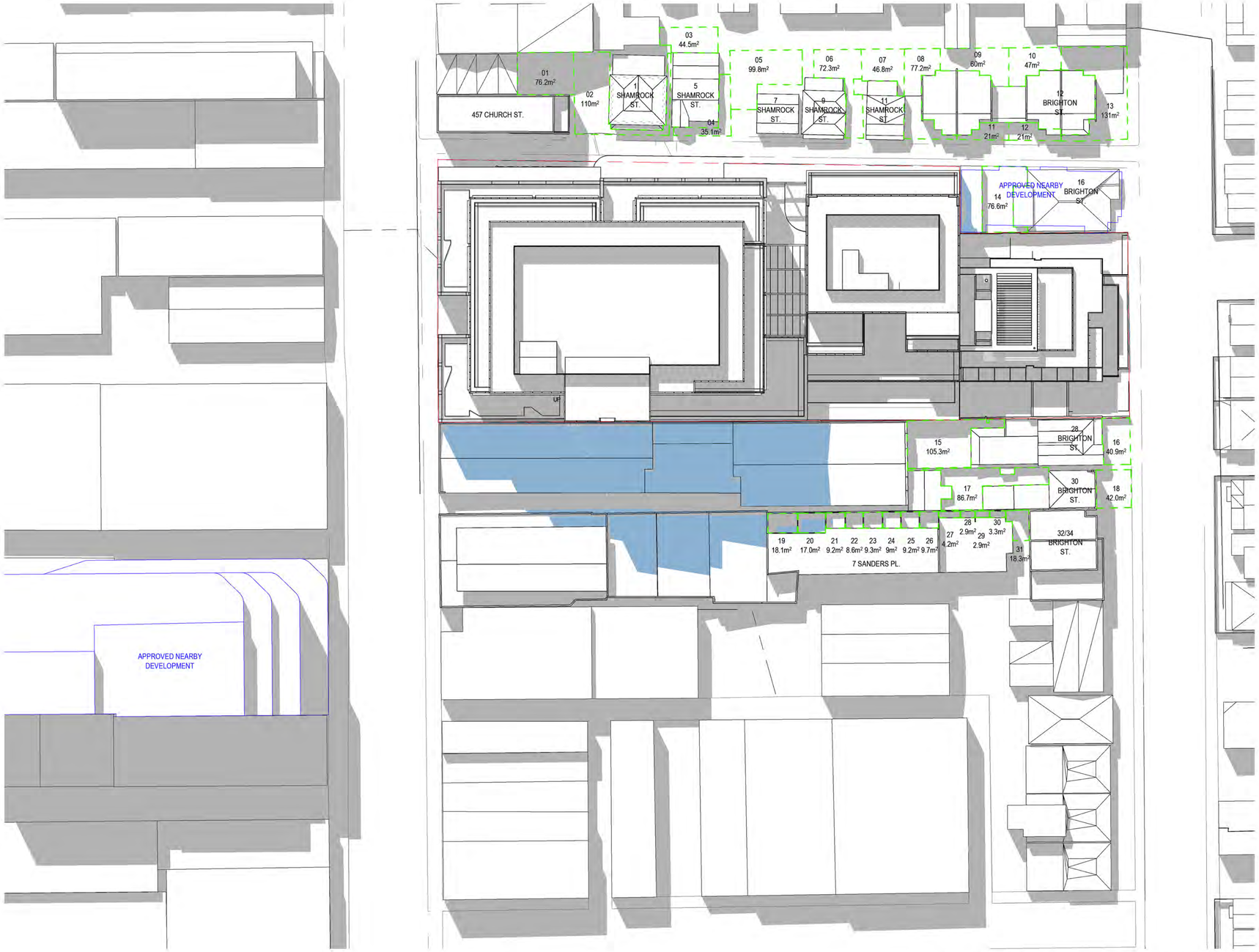
project
459-471 Church Street, Richmond

drawing
Shadow Study - 22 Sept - 1300 - Existing

drawing no. **DA2211**

issue **C**

04/02/19 16:09:11



NO.	PRIVATE OPEN SPACE AREA (m²)	EXISTING SHADOW (%)	NEW SHADOW (%)	CHANGE (%)
15	105.3	53.3	51.8	-1.5
19	18.1	77.4	100	22.6
20	17	39.7	98.6	58.9
21	9.2	56.7	68.8	12.1

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drawn	MB	project no	170358.00

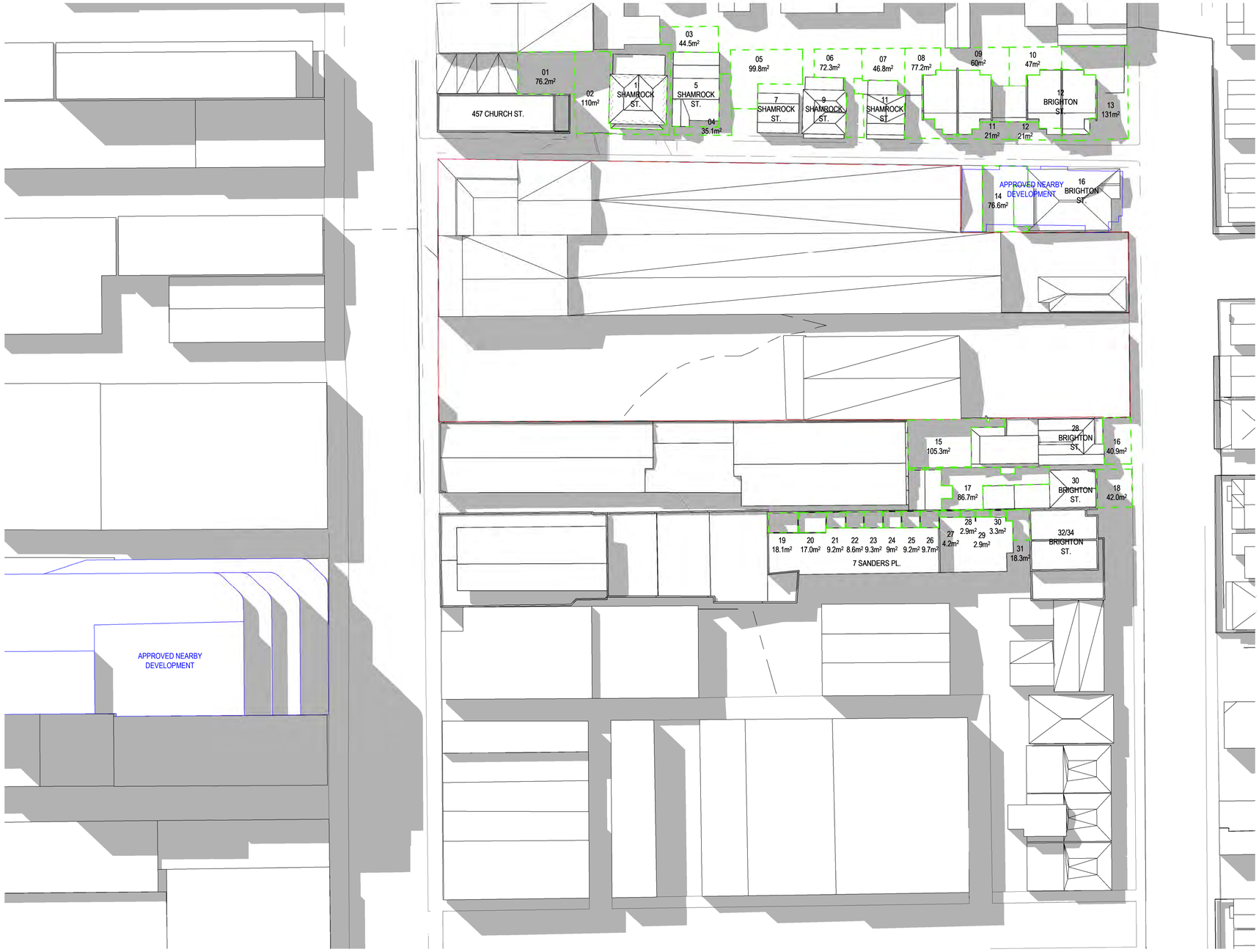
project
459-471 Church Street, Richmond

drawing
Shadow Study - 22 Sept - 1300 - Proposed

drawing no. **DA2212**

issue **C**

04/02/19 16:09:50



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drawn	MB	project no	170358.00

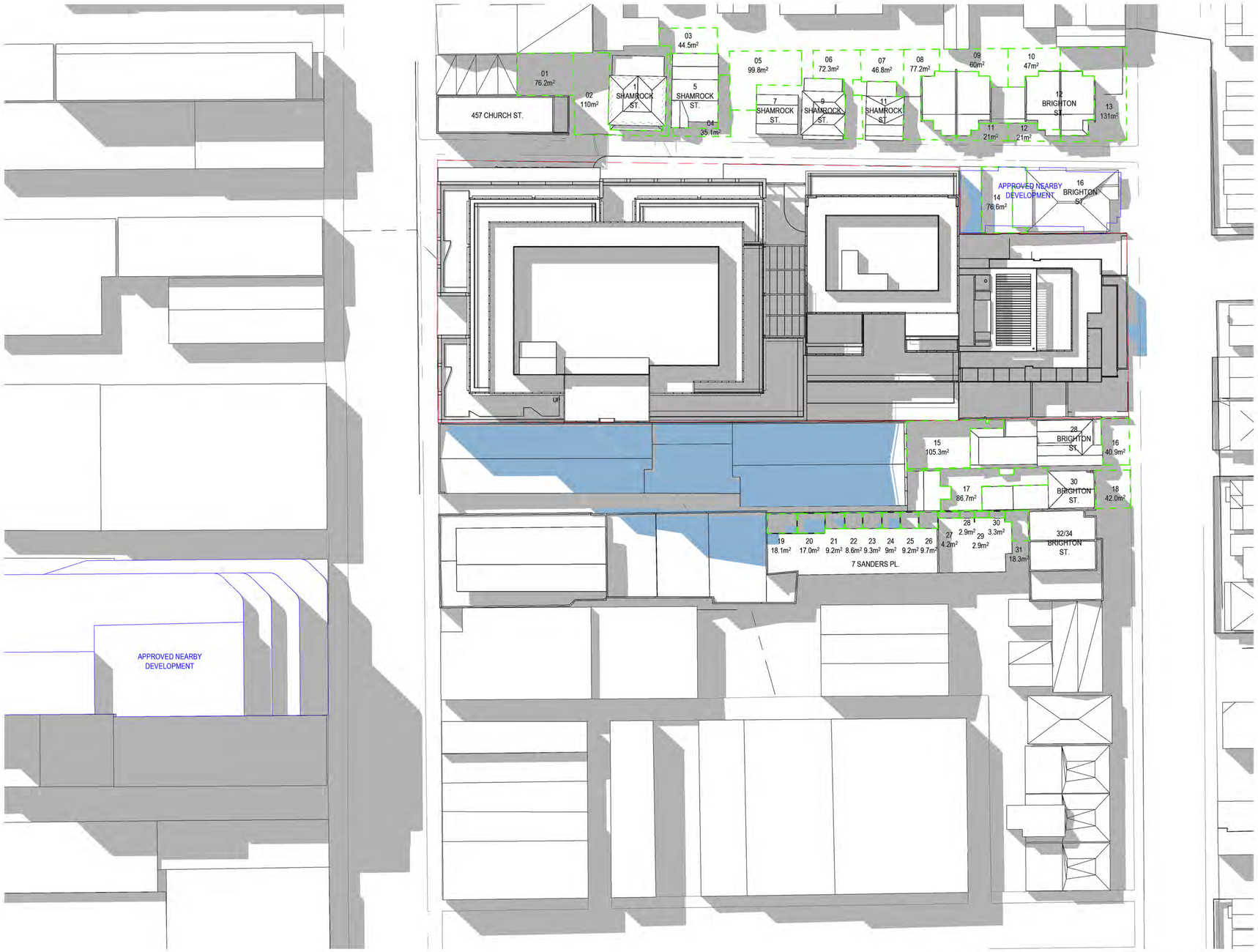
project
459-471 Church Street, Richmond

drawing
Shadow Study - 22 Sept - 1400 - Existing

drawing no. **DA2213**

issue **C**

04/02/19 16:10:15



NO.	PRIVATE OPEN SPACE AREA (m^2)	EXISTING SHADOW (%)	NEW SHADOW (%)	NEW SHADOW (%)
15	105.3	60.7	59.6	-1.1
19	18.1	86.5	100	13.5
20	17	46.7	100	53.3
21	9.2	74.5	100	25.5
22	8.7	97.5	100	2.5
23	9.3	93.8	100	6.2
24	9.0	60.4	98.6	38.2

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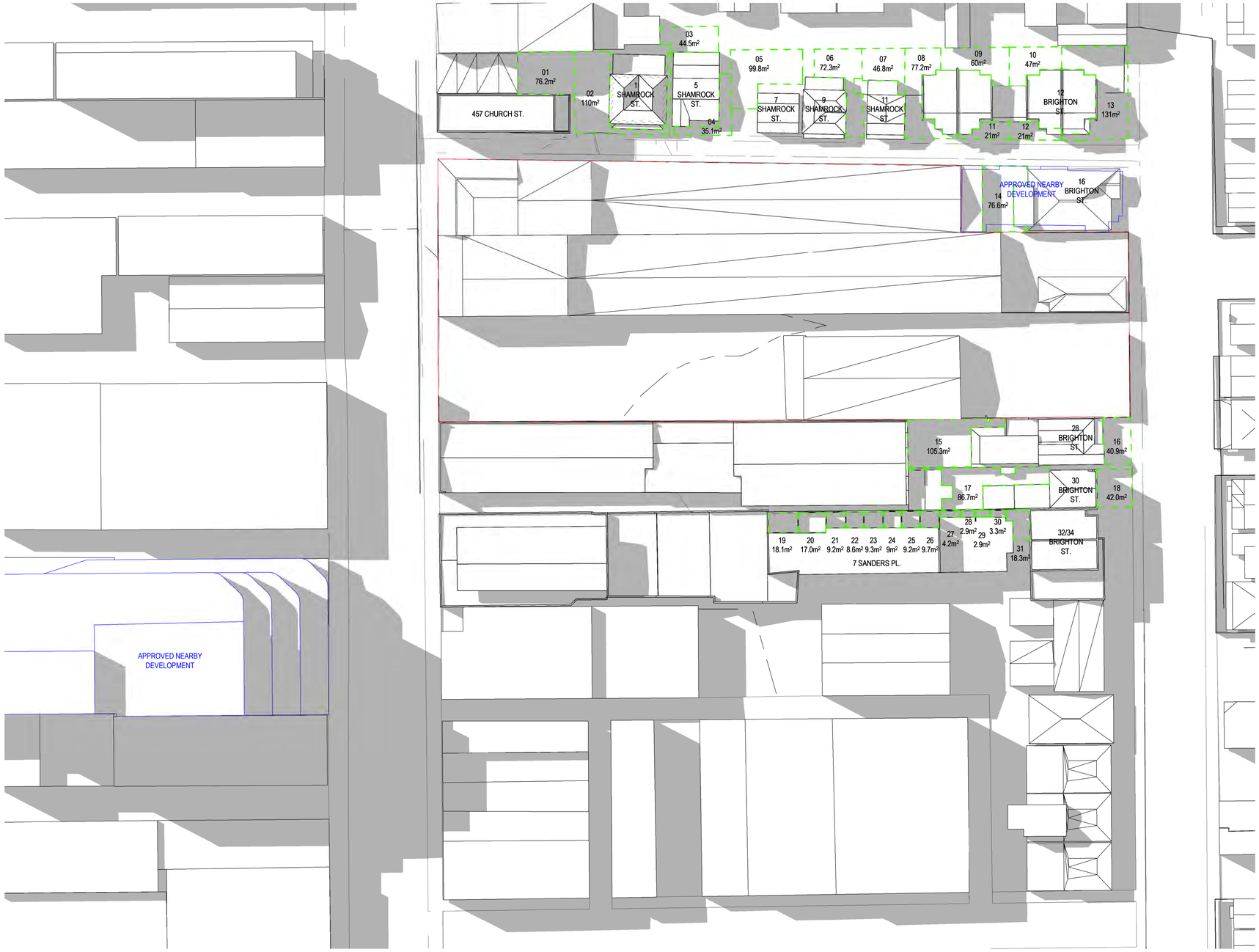
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project
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drawing
Shadow Study - 22 Sept - 1400 - Proposed

drawing no. **DA2214** | issue **C**

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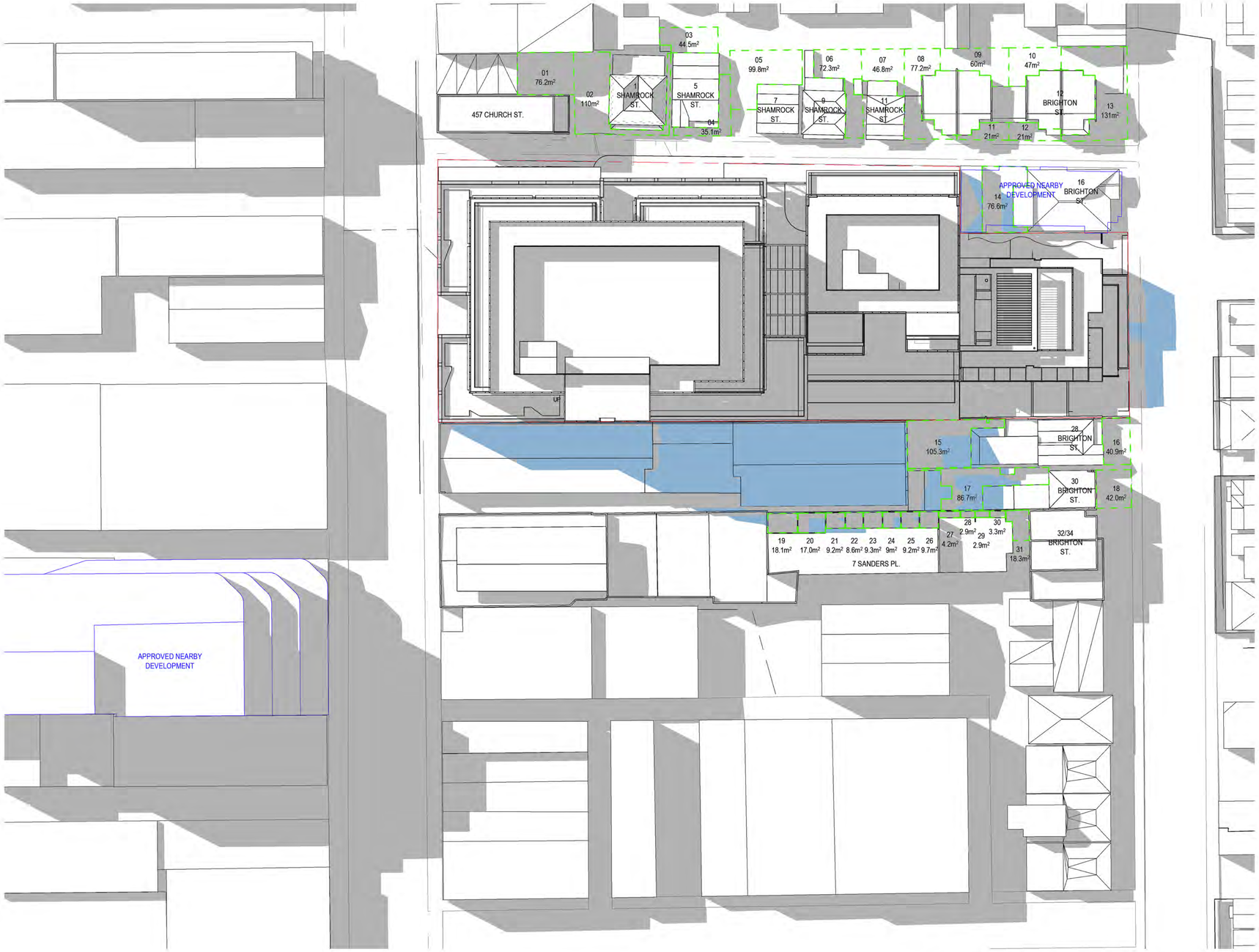
project
459-471 Church Street, Richmond

drawing
Shadow Study - 22 Sept - 1500 - Existing

drawing no. **DA2215**

issue **C**

04/02/19 16:11:22



NO.	PRIVATE OPEN SPACE AREA (m^2)	EXISTING SHADOW (%)	NEW SHADOW (%)	CHANGE (%)
15	105.3	71.4	100	28.6
17	18.1	48.3	90.6	42.3
19	17	99.8	100	0.2
20	9.2	56.7	100	43.3
21	8.7	93.2	100	6.8
24	9.3	75.2	100	24.8
25	9.0	97.4	100	2.6
27	9.0	97.6	100	2.4

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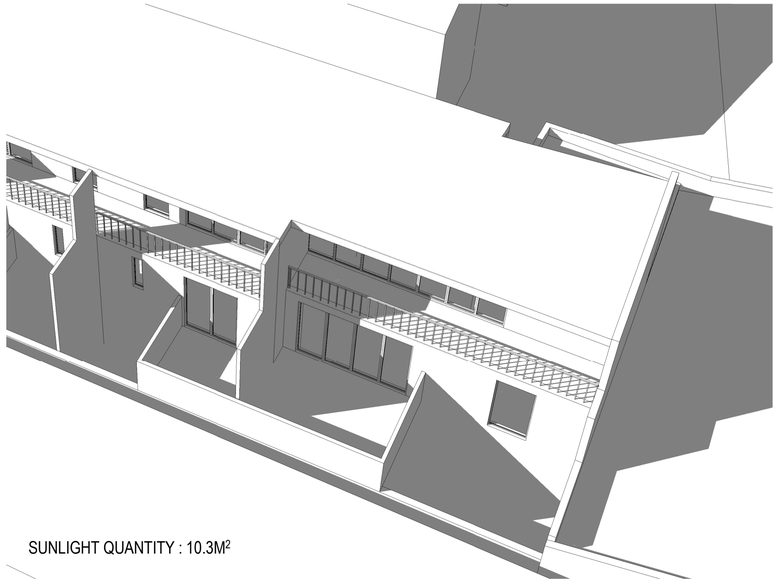
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drawn MB | project no 170358.00

project
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drawing
Shadow Study - 22 Sept - 1500 - Proposed

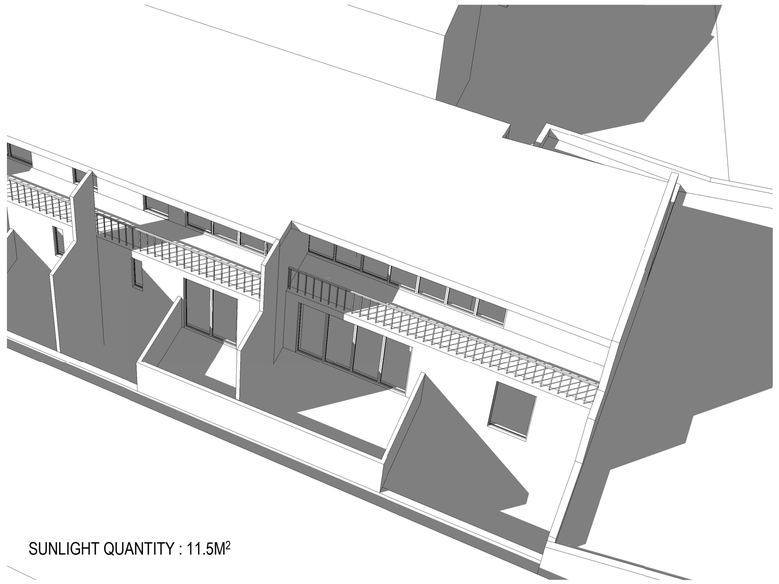
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2/4/2019 4:22:40 PM



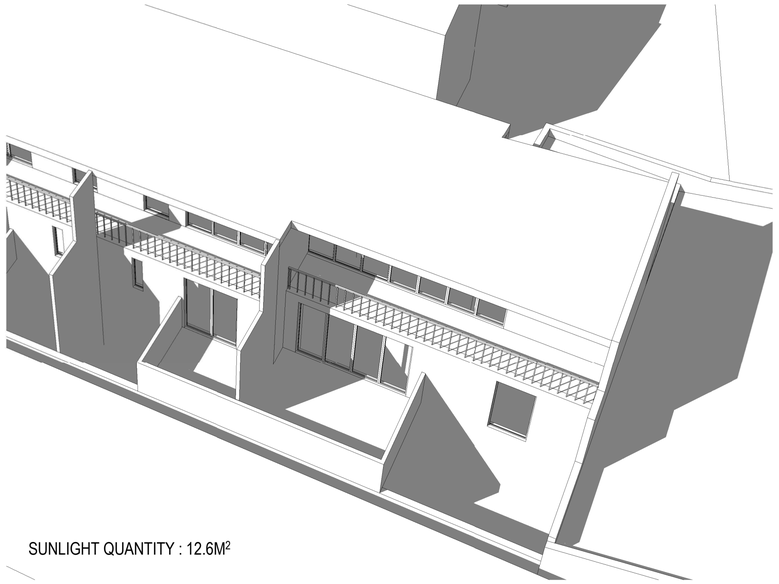
SUNLIGHT QUANTITY : 10.3M^2

1 Shadow Study - September 23rd 9am



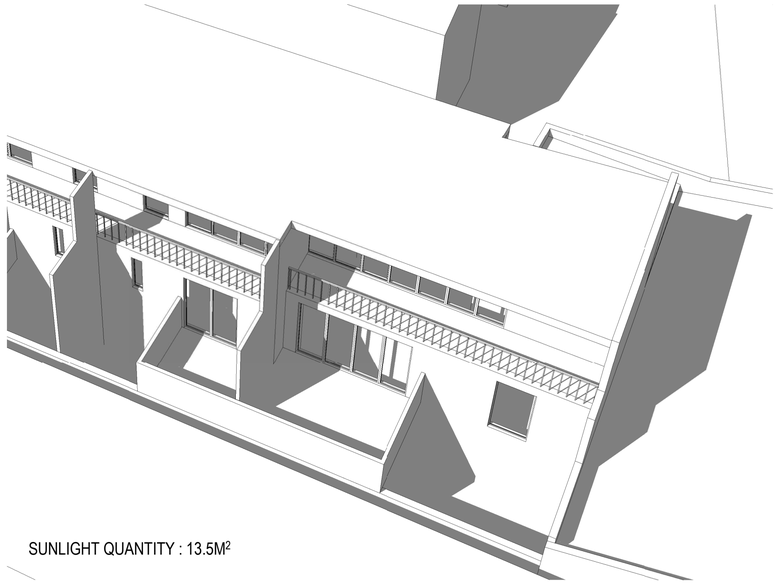
SUNLIGHT QUANTITY : 11.5M^2

2 Shadow Study - September 23rd 930am



SUNLIGHT QUANTITY : 12.6M^2

3 Shadow Study - September 23rd 10am



SUNLIGHT QUANTITY : 13.5M^2

4 Shadow Study - September 23rd 1030am

NOTE: SUNLIGHT QUANTITY IS SOLELY A MEASURE RELEVANT TO 1/7 SANDERS PLACE

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A	VCAT ISSUE	01.02.2019

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checked	AH	scale	@A1
drawn	MB	project no	170358.00

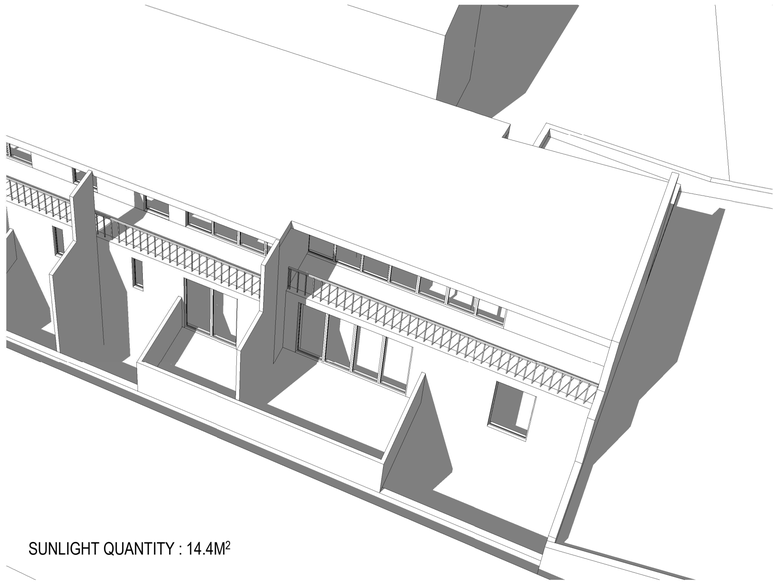
project
459-471 Church Street, Richmond

drawing
Shadow Studies - Sanders Place - Sheet 1

drawing no. **DA2251**

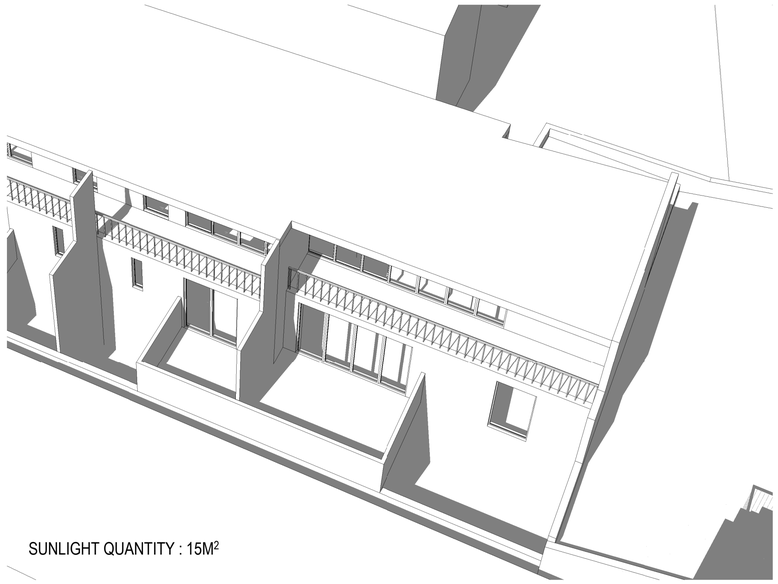
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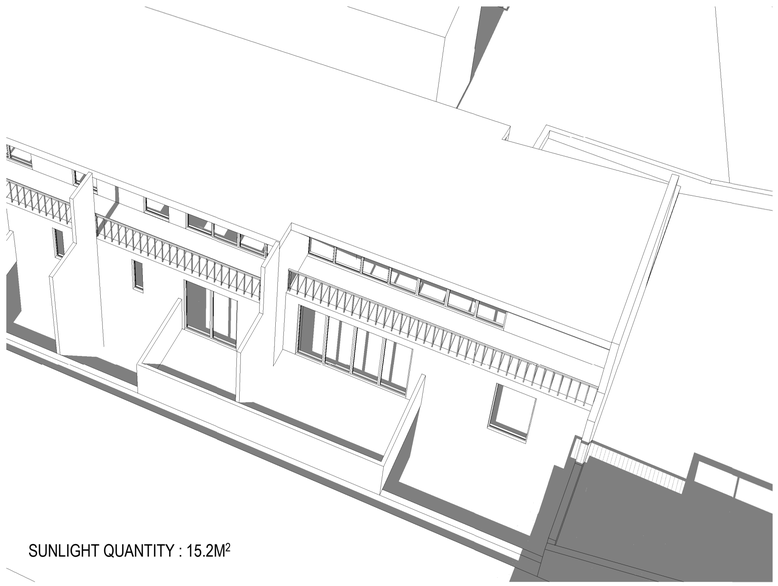
SUNLIGHT QUANTITY : 14.4M^2

1 Shadow Study - September 23rd 11am



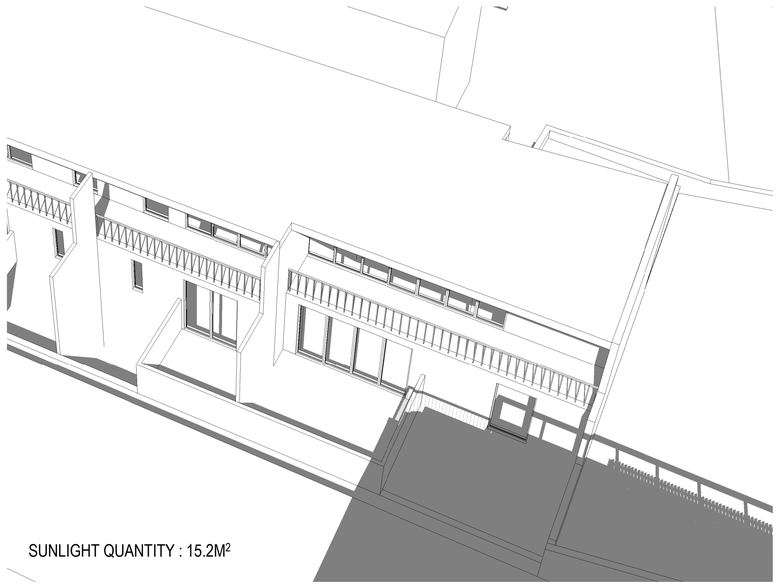
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2 Shadow Study - September 23rd 1130am



SUNLIGHT QUANTITY : 15.2M^2

3 Shadow Study - September 23rd 12pm



SUNLIGHT QUANTITY : 15.2M^2

4 Shadow Study - September 23rd 1230pm

NOTE: SUNLIGHT QUANTITY IS SOLELY A MEASURE RELEVANT TO 1/7 SANDERS PLACE

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Nominated Architect
Ray Brown, NSWARB 6359

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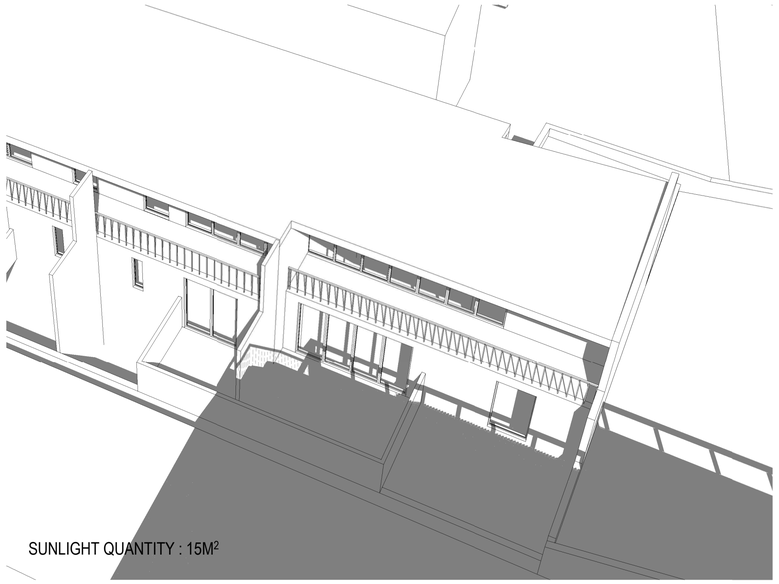
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drawn	MB	project no	170358.00

project
459-471 Church Street, Richmond

drawing
Shadow Studies - Sanders Place - Sheet 2

drawng no. **DA2252** issue **A**

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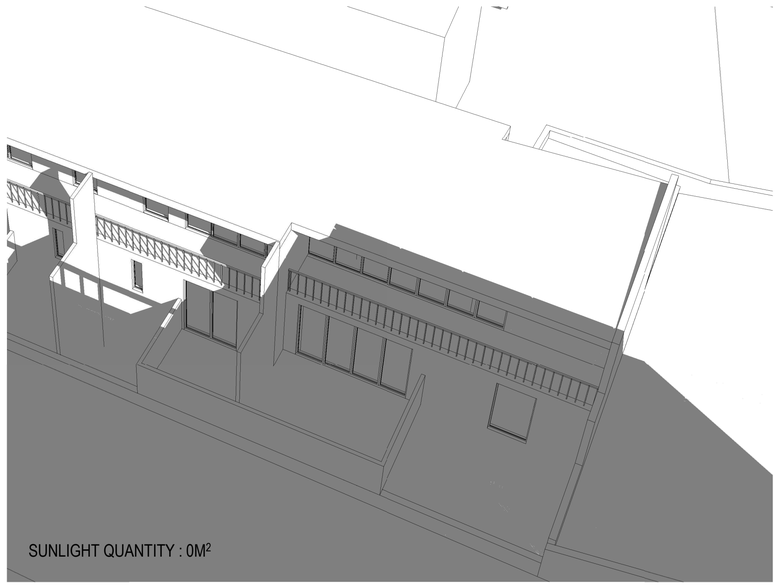
1 Shadow Study - September 23rd 1pm



2 Shadow Study - September 23rd 130pm



3 Shadow Study - September 23rd 2pm



4 Shadow Study - September 23rd 230pm

NOTE: SUNLIGHT QUANTITY
IS SOLELY A MEASURE
RELEVANT TO 1/7 SANDERS
PLACE

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Nominated Architect
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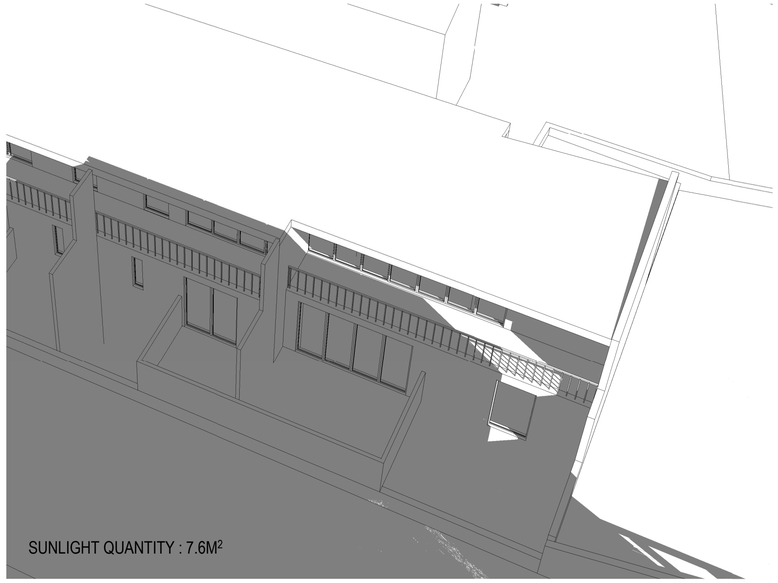
checked	AH	scale	@A1
drawn	MB	project no	170358.00

project
459-471 Church Street, Richmond

drawing
Shadow Studies - Sanders Place - Sheet 3

drawng no. **DA2253** issue **A**

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1 Shadow Study - September 23rd 3pm

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Nominated Architect
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checked	AH	scale	@A1
drawn	MB	project no	170358.00

project
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drawing
Shadow Studies - Sanders Place - Sheet 4

drawing no. **DA2254**

issue **A**

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459-471 Church Street, Richmond

AREA SCHEDULE

Building A

01.02.2019

Rev D

Issue for VCAT Hearing

Basement

LEVEL	R.L.	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	TERRACE / EXTERNAL m²	EOTF m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES/ RESTRICTED RETAIL PREMISES		FLOOR TO FLOOR HEIGHT	CAR PARKING GFA m²	CAR SPACES (inc. TANDEMS)
Basement 2	4.15	Carpark	4,290	3,897	393								2.80	3,503	104
Basement 1	6.95	Carpark	4,013	4,013	587								2.80	3,426	96
		TOTAL	**8,303**	**7,910**	**980**								**5.60**	**6,929**	**200**

Podium

Ground	10.50	Retail/Lobby/EOT	2,561	2,243	1,331					912	155		4.90		
Level 01	15.40	Office	2,337	2,139	425	1,681	180					79%	3.85		
Level 02	19.25	Office	2,567	2,395	404	1,932	141					81%	3.85		
Level 03	23.10	Office	2,398	2,094	393	1,618	173	288				77%	3.85		
		TOTAL	**9,863**	**8,871**	**2,553**	**5,231**	**494**	**288**		**912**	**155**	**59%**	**16.45**		

Tower

Level 04	26.95	Office	2,291	1,883	267	1,589		404				84%	3.85		
Level 05	30.80	Office	1,902	1,881	267	1,589						84%	3.85		
Level 06	34.65	Office	1,902	1,881	267	1,589						84%	3.85		
Level 07	38.50	Office	1,883	1,769	267	1,478		79				84%	3.85		
Level 08	42.35	Office	1,772	1,769	267	1,478						84%	3.85		
Level 09	46.20	Office	1,769	1,449	285	1,143		247				79%	3.85		
		TOTAL	**11,519**	**10,632**	**1,620**	**8,866**		**730**				**83%**	**23.10**		

Roof

Roof	50.05	Plant	1,449	40	40								5.00		
Plant Roof	55.05	Plant Roof Line													
		TOTAL	**1,449**	**40**	**40**								**5.00**		

SUMMARY

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	TERRACE / EXTERNAL m²	EOT m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES	EFFICENCY (NLA / GFA)	BUILDING HEIGHT	PARKING m²	CAR SPACES
BASEMENT	Car Park	8,303	7,910	980								5.60	6,929	200
PODIUM	Lobbies / Drop Off / BOH	9,863	8,871	2,553	5,231	494	288		912	155	59%	16.45		
TOWER	Commercial Office	11,519	10,632	1,620	8,866		730				83%	23.10		
ROOF	Plant	1,449	40	40								5.00		
	TOTAL	**31,134**	**27,453**	**5,193**	**14,097**	**494**	**1,018**		**912**	**155**		**44.55**	**6,929**	**200**

NOTE:

1. All figures have been based on preliminary information and are subject to verification.
2. GBA ** = Gross Building Area including voids and basement car parking
3. GFA * is calculated in accordance with the Property Council of Australia guidelines
4. NLA *** is calculated in accordance with the Property Council of Australia guidelines as defined in PCA Method of Measurement for Lettable Area - Commercial

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459-471 Church Street, Richmond

AREA SCHEDULE

01.02.2019

Building B

Rev D

Issue for VCAT Hearing

Basement

LEVEL	R.L.	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	TERRACE / EXTERNAL m²	EOTF m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES		FLOOR TO FLOOR HEIGHT	CAR PARKING GFA m²	CAR SPACES
Basement 2		Carpark													
Basement 1		Carpark													
		TOTAL													

Podium

Ground	10.50	Retail/Lobby/Carpark/EOTF	1,526	1,008	249			518	463	190		0%	4.9		
Level 01	15.40	Office	1,026	1,026	122	904		148				88%	3.85		
		TOTAL	**2,552**	**2,034**	**371**	**904**		**666**	**463**	**190**		**44%**	**8.75**		

Tower

Level 02	19.25	Office	1,026	706	101	600		293				85%	3.85		
Level 03	23.10	Office	706	706	101	600						85%	3.85		
Level 04	26.95	Office	706	639	101	527		59				82%	3.85		
Level 05	30.80	Office	639	574	101	465		43				81%	3.85		
		TOTAL	**3,077**	**2,625**	**404**	**2,192**		**395**				**84%**	**15.40**		

Roof

Roof TBC	34.30	Plant	574	37	37								3.50		
Plant Roof TBC	37.80	Plant Roof Line													
		TOTAL	**574**	**37**	**37**								**3.50**		

SUMMARY

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	TERRACE / EXTERNAL m²	EOT m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES/ RESTRICTED RETAIL PREMISES	EFFICENCY (NLA / GFA)	BUILDING HEIGHT	PARKING m²	CAR SPACES
BASEMENT	Car Park													
PODIUM	Lobbies / Drop Off / BOH	2,552	2,034	371	904		666	463	190		44%	8.75		
TOWER	Commercial Office	3,077	2,625	404	2,192		395				84%	15.40		
ROOF	Plant	574	37	37								3.50		
	TOTAL	**6,203**	**4,696**	**812**	**3,096**		**1,061**	**463**	**190**			**27.65**		

NOTE:

1. All figures have been based on preliminary information and are subject to verification.
2. GBA ** = Gross Building Area including voids and basement car parking
3. GFA * is calculated in accordance with the Property Council of Australia guidelines
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459-471 Church Street, Richmond

AREA SCHEDULE

01.02.2019

Building C (Childcare)

Rev D

Issue for VCAT Hearing

LEVEL	PROGRAM	R.L.	Floor to Floor Height m	GBAm² **	GFAm² *	CORE / CIRC m²	NLAm² ***	EXTERNAL m²	OUTDOOR PLAY SPACE m²	CHILDREN (1 per 13m²)	BOH	EFFICENCY	CAR PARKING GFAm²	CAR SPACES
Basement 01	Carpark	8.85	2.80	694	694	50					112		532	12
Ground	Childcare / Drop-off	11.65	3.80	890	890	560	330	224	184	25		37%		
Level 01	Childcare	15.45	3.70	537	414	57	357		102	27		86%		
Level 02	Childcare	19.15	3.70	473	424	67	357		16	27		84%		
Roof	Childcare	22.85	4.05	463	297	44			211					
Plant	Childcare	26.90	0.50											
	TOTAL		**15.75**	**3,057**	**2,719**	**778**	**1,044**	**224**	**513**	**80**	**112**		**532**	**12**

NOTE:

1 Areas calculated on the basis that 1 child requires 13m2 internal space and 7m2 external space. This rate is calculated from precedent projects and is indicative only

2 Core / Circulation is estimated area of circulation core only and are not inclusive of other back of house facilities

3 All figures have been based on preliminary information and are subject to verification

4 The material contained herein is indicative only and may be subject to approval by the responsible authority(s), or other factors beyond the control of Architectus; receiving parties should not use this material to form the basis of any financial feasibility, contractual negotiation or sale documents.

* 5 GFA is calculated in accordance with the Property Council of Australia guidelines.

*** 6 NLA is calculated in accordance with the Property Council of Australia guidelines as defined in PCA Method of Measurement for Lettable Area - Commercial

** 7 GBA = Gross Building Area including voids and basement car parking

459-471 Church Street, Richmond

AREA SCHEDULE

Buildings A, B & C

5,276 m² Site Area

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01.02.2019

Rev D

Building "A"

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	TERRACE / EXTERNAL m²	EOTF m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES	BUILDING HEIGHT	CAR PARKING GFA m²	CAR SPACES
BASEMENT	Car Park	8,303	7,910	980							5.60	6,929	200
PODIUM	Lobbies / Drop Off / BOH	9,863	8,871	2,553	5,231	494	288		912	155	16.45		
TOWER	Commercial Office	11,519	10,632	1,620	8,866		730				23.10		
ROOF	Commercial Office	1,449	40	40							5.00		
	TOTAL	**31,134**	**27,453**	**5,193**	**14,097**	**494**	**1,018**		**912**		**44.55**	**6,929**	**200**

Building "B"

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	TERRACE / EXTERNAL m²	EOTF m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES	BUILDING HEIGHT	CAR PARKING GFA m²	CAR SPACES
BASEMENT	Car Park												
PODIUM	Lobbies / Drop Off / BOH	2,552	2,034	371	904		666	463	190		8.75		
TOWER	Commercial Office	3,077	2,625	404	2,192		395				15.40		
ROOF	Commercial Office	574	37	37							3.50		
	TOTAL	**6,203**	**4,696**	**812**	**3,096**		**1,061**	**463**	**190**		**27.65**		

Building "C"

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	EXTERNAL m²	OUTDOOR PLAY SPACE m²			BUILDING HEIGHT	CAR PARKING GFA m²	CAR SPACES
BASEMENT	Car Park	992	948	162							3	532	12
BUILDING ('PODIUM')	Childcare Facilities	2,550	1,469	728	1,044		224	513			0.00		
ROOF	Childcare Facilities	336	0	0							15.75		
	TOTAL	**3,878**	**2,417**	**890**	**1,044**		**224**	**513**			**15.75**	**532**	**12**

SUMMARY

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ***	VOID m²	TERRACE / EXTERNAL m²	EOT m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES	BUILDING HEIGHT (BUILDING A)	CAR PARKING GFA m²	CAR SPACES
BASEMENT	Car Park	9,295	8,858	1,142							5.60	7,461	212
PODIUM	Lobbies / Drop Off / BOH	14,965	12,374	3,652	7,179	494	1,691	463	1,102		16.45		
TOWER	Commercial Office	14,596	13,257	2,024	11,058		1,125				23.10		
ROOF	Commercial Office	2,359	77	77							5.00		
	TOTAL	**41,215**	**34,566**	**6,895**	**18,237**	**494**	**2,816**	**463**	**1,102**	**155**	**44.55**	**7,461**	**212**

NOTE:

1 All figures have been based on preliminary information and are subject to verification.

2 GBA ** = Gross Building Area including voids and basement car parking

3 GFA * is calculated in accordance with the Property Council of Australia guidelines

4 NLA *** is calculated in accordance with the Property Council of Australia guidelines as defined in PCA Method of Measurement for Lettable Area - Commercial

5 NLA designated under the specific condition 'Childcare' includes toilets/facilities/BOH/bins etc.

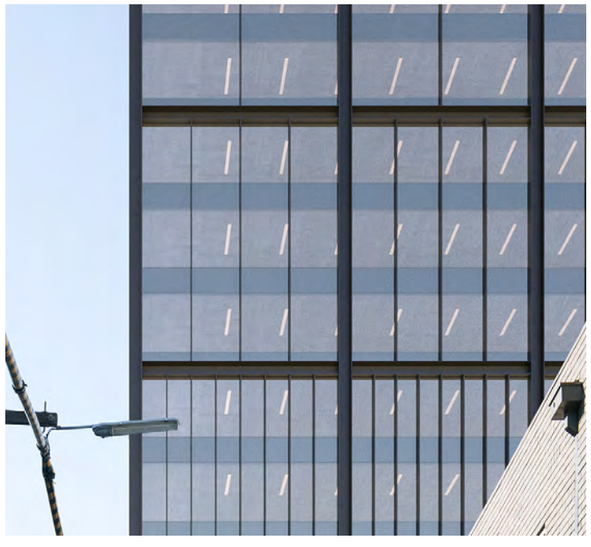
SCH002 External Material Schedule

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TAG	LOCATION	SYSTEM	DESCRIPTION
FT01	Building A upper tower façade	Light structurally glazed façade	Translucent light silver glass type GL01. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel.
FT02	Building A tower façade	Framed vertical glazed façade	Translucent silver - grey glass GL02. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel. Expressed black metal channels as indicated in drawings, vertical black metal louvres.
FT03	Building A core	Framed vertical glazed façade	Solid metal cladding with expressed joints as indicated on elevations. Charcoal metal finish.
FT04	Building A podium façade	Framed vertical glazed façade	Translucent silver - grey glass GL02. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel. Expressed black metal channels as indicated in drawings, vertical black metal shading blades spaced at 700mm centres
FT05	Building A podium façade	Brick podium façade	Brick façade with glazed windows. Angled brick recesses as indicated in drawings. Structurally glazed blind mullions, shadowbox spandrel panel. Integrated balustrade and landscape planter.
FT06	Podium retail façade	Shopfront glazing, brick piers, concrete base	Clear shopfront glazing at ground level. Clear glass, structurally glazed blind mullions. Door types as indicated on drawings. Brick piers as indicated on drawings, angled concrete hob.
FT07	Podium lobby façade	Clear glazing to lobby	Clear glazing at ground level. Clear glass, structurally glazed blind mullions. Door systems integrated into façade as indicated.
FT08	Podium south façade Building A	Solid brick south façade	Solid brick south façade with expressed depth. Setout of panels to match general podium façade.
FT09	Courtyard entry	Metal cables	Metal cables with black finish and landscape planting treatment. Cables sit with steel metal framing.
FT10	Building B	Building B façade	Glazing to Building B with expressed metal slab edge. Translucent silver - grey glass GL02. Fixed metal mesh with concealed fixings - colour transitioning from white to charcoal. Pattern of mesh varies as per elevation drawings.
FT11	North façade Building B	Podium brick façade with infill windows	Brick clad façade system with metal framed infill windows. Openable windows and doors as set out in drawings.
FT12	Building C	Building C - glazing and timber panels	White metal framed façade with glazed panels and infill panels as indicated in drawings. Glass type GL01
FT13	Building C	Building C feature wooden panels	Infill panels to Building C façade. Woodgrain finish panel as set out in drawings.
FT15	Building C	Building C - glazing to ground level	Clear glazing at ground level. Clear glass, structurally glazed blind mullions. Door systems integrated into façade as indicated.
FT16	Building C	Building C - glazed window wall	Clear glass, structurally glazed blind mullions expressed metal fins as indicated in drawings.
FT18	Building C	Building C - glazed window wall with opaque panels	Clear glass, structurally glazed blind mullions with infill panels as indicated in drawings. Opaque glazed panel 1400mm to 1700m above floor level to address overlooking.
FT19	All	Metal cladding to service locations	Solid metal cladding - infill within podium grid. Expressed joints, dark grey finish.
FR01	Building A	Metal frame	Expressed metal frame, black finish to building A
FR02	Building C	Metal frame roof pergola	Roof pergola over Childcare Centre. Expressed metal structural framing with horizontal members. Galvanised metal finish
SCR01	Building A roof plant	Plant screen to Building A	Fixed vertical louvre system, vertical blades, minimal transparency. Black finish.
SCR02	Building B roof plant	Plant screen to Building B	Fixed vertical louvre system, vertical blades, minimal transparency. Black finish.
SCR03	Building C roof plant	Plant screen to Building C	Fixed vertical louvre system, vertical blades, minimal transparency. Galvanised finish.
SCR04	Building C	Building C balcony mesh	Bespoke steel mesh. Custom oversized diamond grid pattern with galvanized finish.
BAL01	Building A + Building B	Typical metal balustrade	Open metal balustrade - metal blades with black finish. Refer drawings for balustrade heights. Refer landscape drawing for planter box locations and details.
BAL02	Building C	Glass balustrade with minimal framing	Glass balustrade to Building C outdoor playspace. Refer drawings for balustrade heights.
BAL03	Building C	Glass balustrade	Glass balustrade to Building C outdoor playspace terraces. Refer drawings for balustrade heights. Opaque treatment as indicated on drawings.
FEN01	Building C	Retractable fence	Sliding fence with single operable swing gate. Stacks to concealed position set within landscaping. Bespoke steel mesh. Custom oversized diamond grid pattern with galvanized finish.
FEN02	Building C	Building C fence	Glass balustrade to ground level. Set at 1600mm above internal ground level. Deep landscaping zone on street side with planting to obscure play space.
WAL01	All	Precast wall	Precast wall built up against existing adjacent shear wall at site boundary. Wall height setout as per drawings. Joints on walls as indicated in drawings.
WAL03	Building C south boundary	Existing brick wall	Retain existing brick wall on adjacent property boundary.
WAL04	Building C south boundary	Brick wall	Brick finish boundary wall.
DOR01	Building A	Tilt up door	Tilt up metal door, custom metal perforated pattern, black powdercoat finish.



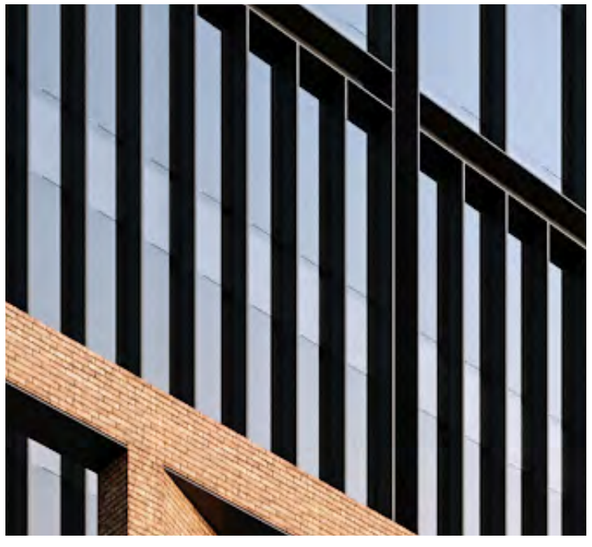
Translucent light silver glass type GL01 - FT01



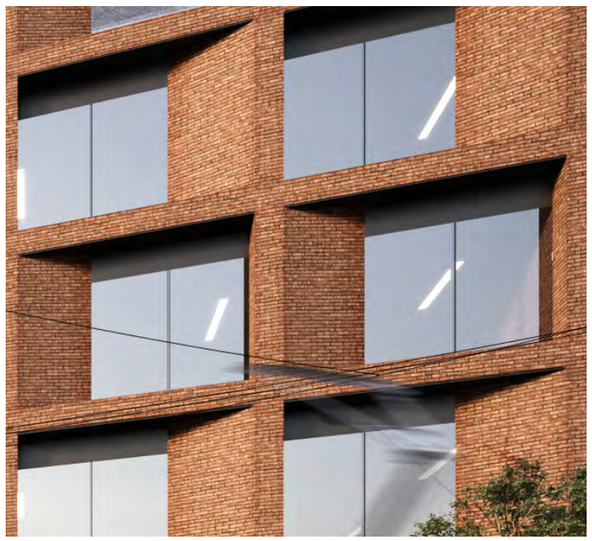
Translucent silver-grey glass GLO2 - FT02



Solid metal cladding - charcoal finish - FT03



Translucent silver-grey glass with dense vertical shading - FT04



Red brick facade - FT05



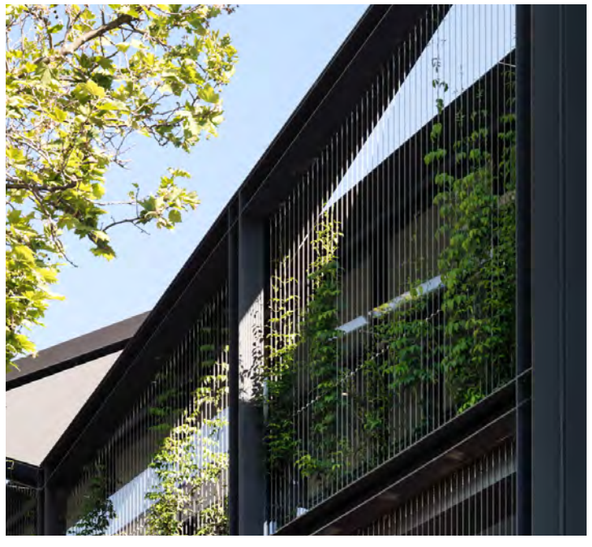
Shopfront glazing with brick piers - FT06



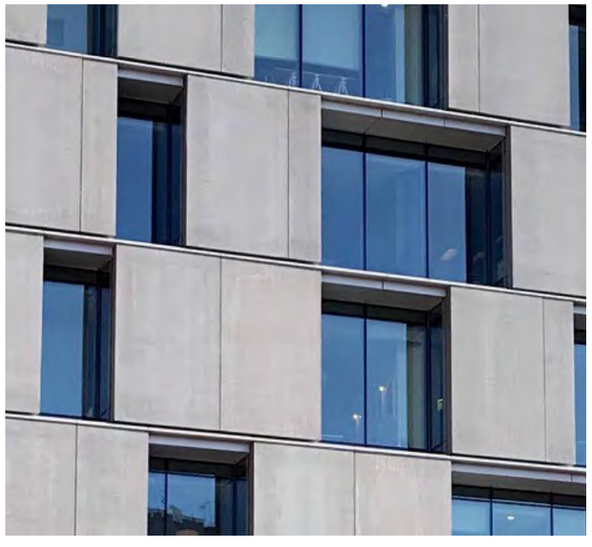
Clear glazing to lobby - FT07



Solid brick facade with expressed depth - FT08



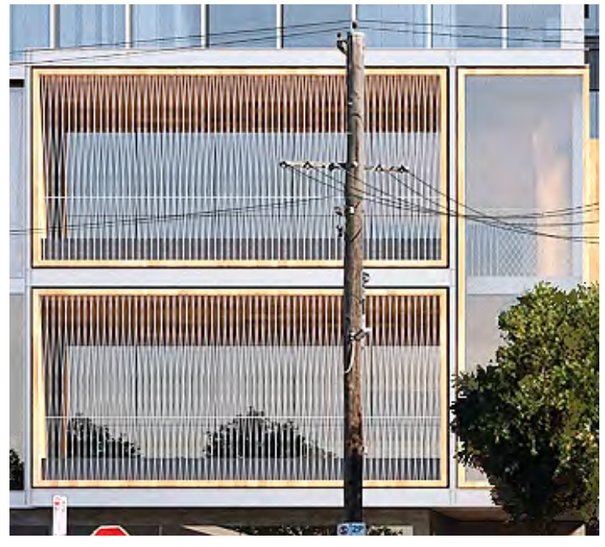
Black metal frame metal cables and planting - FT09



Building B facade system - FT10



Podium brick with infill windows - FT11



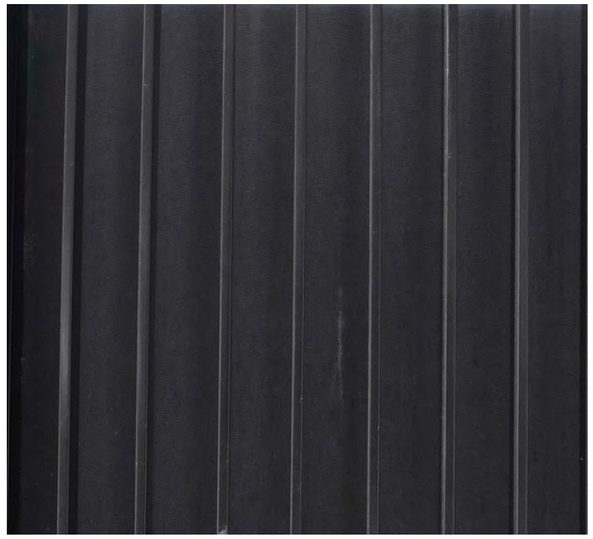
White metal framed facade with glazed and infill panels - FT12



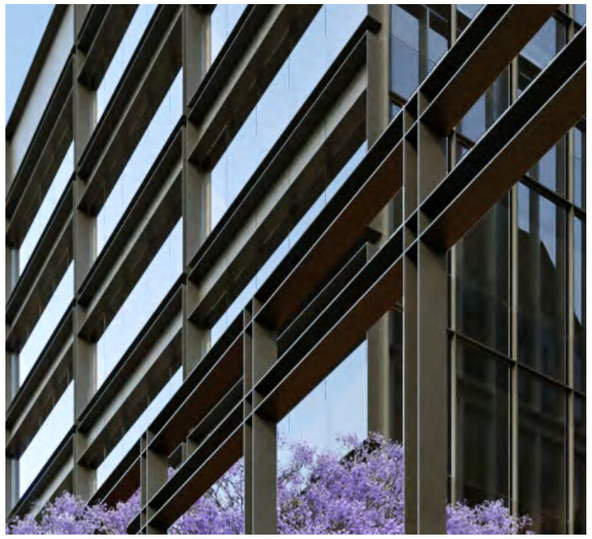
Clear glass with expressed metal fins - FT16



Clear glass with infill panels - FT18



Metal cladding to service locations - solid metal panel, dark grey finish - FT19



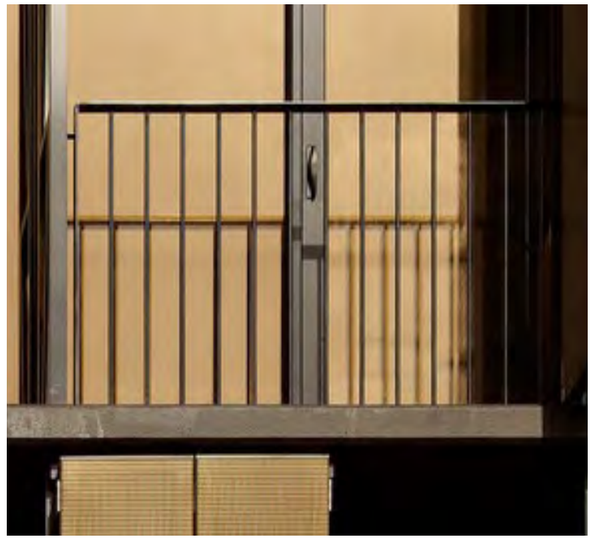
Metal frame - black finish - FR01



Fixed vertical metal louvres, black finish - Building A - SCR01



Building C balcony mesh - SCR04



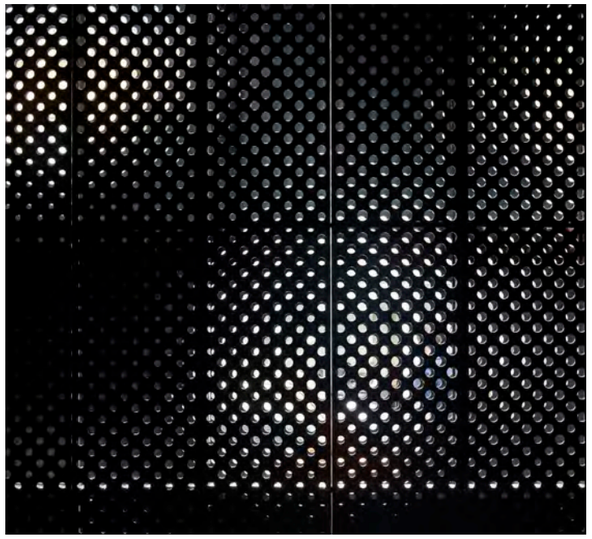
Open metal balustrade - metal blades with black finish - BAL01



Glass balustrade with minimal framing - BAL02, BAL03



Sliding fence, bespoke steel mesh - FEN01



Tilt up metal door, black metal perforated panel - DOR01

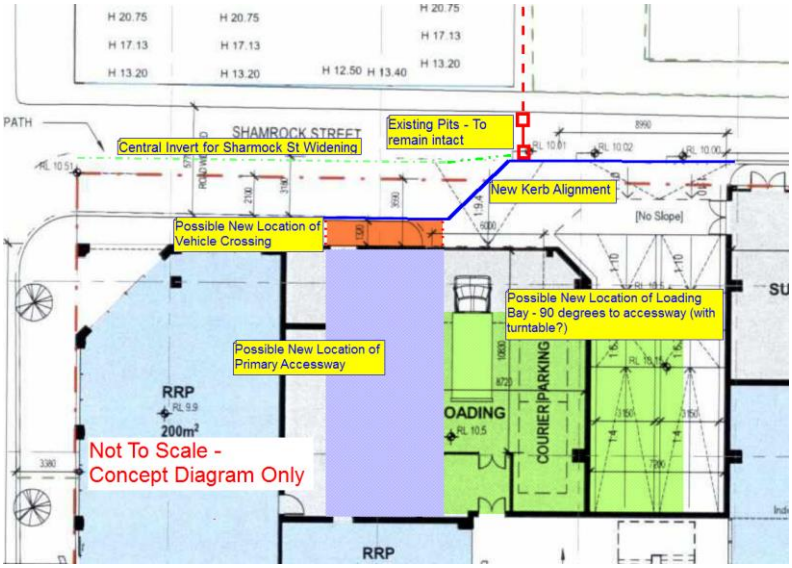
Addendum to IDAC report for PLN18/0328 – 459 – 471 Church Street & 20-26 Brighton Street Richmond

The following discussion relates to drainage matters and is an addendum to the IDAC report dated 27 February 2019.

Drainage

As outlined in the IDAC report dated 27 February 2019, drainage matters are a significant issue associated with this application. The following is an exert from the original delegate report:

Turning to the widening of Shamrock Street. Council's civil engineers identified this as a significant issues. As a result of the widening, two existing grated side entry pits (located 24m to the east of Church Street) would be impacted. These pits are located at the lowest point in Shamrock Street which connects into a drain that runs underneath properties on the east side of Church Street and continues to Lesney Street. The inlet capacity of the southern grated side entry pit would be reduced as a result of the widening of Shamrock Street due to the removal of the lintel and the throat. Council's civil engineers stated that it is vital that the pits remain intact as they are critical in collecting rainfall run-off for the Shamrock Street catchment area. Council's civil engineers recommended that the principal vehicular entrance be relocated further west. As the development entrance would be located in the vicinity of the low point in Shamrock Street, Council's civil engineers also recommended that a central invert be constructed in the widened section of Shamrock Street. As a result of these recommendations, the principal vehicle entrance and loading bay need to be redesigned and the length of the Shamrock Street widening be reduced from what was originally proposed. Council's civil engineers provided the following diagram:



The IDAC report dated 27 February 2019 outlined that as part of the substituted amended plans, the applicant also made changes to the widened section of Shamrock Street and provided a Drainage Investigation Report by Northrop Pty Ltd.

Following receipt of this additional material, Council's Drainage Engineer continued to have concerns with this and made the following comments on 15 February 2019:

(a) *I have reviewed the drainage investigation report prepared by Northrop Pty Ltd. The CCTV inspection of the existing drain from Shamrock Street to Lesney Street requested by Council was not provided in the report. On page 9 of the report in section 2.2 the report states that "Based on the CCTV investigation the existing DN225 (pipe) is in reasonable condition and has a capacity of 100 litres per second. "This flow capacity is used to determine the flood level in Shamrock Street. However, a Council CCTV inspection of the drain undertaken on the 24 October 2018 indicates that a smaller diameter pipe (150mm diameter) has been inserted into the drain between Shamrock Street and Lesney Street at some time in the past. This constriction (see attached image), reduces the capacity of the existing drain and may affect the determined flood level. This section of the Council drain is under a building and cannot be accessed to remove the constriction. The provided catchment and flood analysis should be reviewed to determine if the constricted drain will affect the specified flood level and the development still has adequate protection from flooding.*

(b) *Further to our discussion on the flood risk assessment for this development. The current report indicates the depth of flooding in the street in the vicinity of the driveway could reach 300mm. This could prevent vehicles getting into and out of the driveway while the road is flooded.*

The applicant provided Council with an additional CCTV Survey Report on 19 February 2019 prepared by Rapid Cam (and dated 2 November 2018) which included numerous photographs of the affected stormwater drains.

This information was forwarded to Council's Drainage Engineer who provided the following supplementary advice on 26 February 2019:

(a) *The CCTV report (R.A.P.I.D CAM) provided in your e-mail dated 19 February 2019 does not have a plan showing the location of the pits as a reference. Can a plan be provided please?*

(b) *The photo I previously provided showing the PVC pipe in Council's drain was directly from the CCTV footage Council's contractor provided. This gave a better view of the PVC pipe than the photos in the CCTV report. The size of the pipe was also specified in the report.*

(c) *I referred the CCTV report from the applicant to Council's Drainage Management Officer for comment with regard to the PVC pipe size issue. After reviewing the CCTV report from the applicant it is considered that the PVC pipe is a 200mm diameter pipe. The flood risk assessment should be reviewed to determine if this will affect the flood level results given in the Northrop Pty Ltd Drainage Investigation report.*

(d) *It should be noted that the Drainage Investigation Report prepared by Northrop Pty Ltd is based on assumptions regarding the likely storm event duration and intensity and the resultant extent of flooding. It also assumes that the stormwater drainage in the street is functioning adequately. However it should be recognised that a storm event outside these parameters could occur and that the stormwater pits in the street could block during a severe storm event. Pit blockages due to debris catching on the pit grates is a frequent occurrence. As there is no overland flow path available, these factors should be considered and a back-up system such as a flood gate at the driveway or an internal pump system which discharges to Church street through the property stormwater drain should be incorporated in the development. It should be*

noted that the report indicates the corner of Church Street and Shamrock Street (RL10.45) is higher than the apex of the driveway (RL10.4).

(e) The Northrop Drainage Report contains the ground level plan for the development and indicates that Shamrock Street will be widened which will provide additional storage for surface water. However at this stage a design for Shamrock Street has not been submitted and it is not known if the civil road design used by Northrop Pty Ltd to determine the Shamrock Street flood level will be acceptable to Council and if any modifications to the road design required by Council at the detailed design stage will affect the determined flood level. This reinforces the need for the development to have a flood back-up system.

(f) It should be noted that Northrop Pty Ltd was asked to provide an engineering design for Shamrock Street was by Council's Road Development Engineer in December 2018.

(g) Also if the driveway is located where the existing stormwater pits are, the existing grated side entry street pits will need to be modified to grated pits. This will reduce the inlet capacity and increase the chances of the pits blocking. Additional pits may be required adjacent to the driveway to compensate. The applicant should be required to install additional drainage pits and associated connecting drainage to Council satisfaction as part of the proposed road modifications.

As a result of these comments, Council's planning officers propose to amend the proposed *Recommendation* section of the report to include the following as conditions on any permit:

Amended Condition 1 requirements

(a) a notation confirming the use of a back-up system to reduce the risk of flooding such as a flood gate at the driveway or an internal pump system which discharges to Church Street through the property stormwater;

(b) in the event that vehicle access from Shamrock Street is located where the existing stormwater pits are positioned, the existing grated side entry pits must be modified to grated pits (with the installation of any additional drainage pits and associated connecting drainage to the satisfaction of the Responsible Authority);

New Condition 36

Before the development commences, an amended Drainage Investigation report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Drainage Investigation report will be endorsed and will form part of this permit. The amended Drainage Investigation report must be generally in accordance with the Drainage Investigation prepared by Northrop Pty Ltd prepared on 31 January 2019, but modified to include (or show, or address):

(a) a plan showing the location of the pits referenced in the CCTV report prepared by Rapid Cam dated 2 November 2018;

(b) the use of a back-up system such as a flood gate at the driveway or an internal pump system which discharges to Church Street through the property stormwater; and

(c) an updated flood risk assessment using a 200mm diameter pipe to determine if this will affect the flood level results.

Amended Condition 37

Before the development commences, the design of the widened section of Shamrock Street must be prepared by an independent and suitably qualified engineering professional to the satisfaction of the Responsible Authority and in consultation with the Responsible Authority. The design must be submitted to and approved by the Responsible Authority. The design of the widening of Shamrock Street must provide details including pavement widths, surface treatment, road infrastructure items, landscaping (where applicable) and drainage **(including the installation of any additional drainage pits and associated connecting drainage to the satisfaction of the Responsible Authority).**

Additional matters

Childcare Centre Use – numbers of children

The applicant has confirmed with Council planning officers that the number of children sought is 80 (down from 100). As such, the number of children will need to be rectified within the appropriate corresponding condition of Council's Recommendation which is Condition 6.

Condition Corrections

In addition to the conditions required to resolve the drainage issues and update the amended child care centre numbers, Council planning officers also wish to clarify Condition 1(c) which related to the building separation between Buildings A and B.

The wording of the condition as per the *Recommendation* section of the IDAC report dated 27 February 2019 is as follows:

an increase in the width of the separation of Buildings A and B to a minimum of 9.8m;

However the levels associated with this building separation were not specified which results in ambiguity in the condition. The amended plans show a reduction in the building separation of Buildings A and B from the second floor and above. Previously this operation was 9.8m in the original plans, however this has now been reduced to 7.5m. Accordingly, Councils planning officers propose a clarification to Condition 1(c) with the condition amended to read as follows:

an increase in the width of the separation of Buildings A and B to a minimum of 9.8m ***from the second floor and above****;*

Amended Recommendation

That having considered all objections and relevant planning policies, Council resolve to advise the Victorian Civil and Administrative Tribunal that it supports the substituted amended plans, and that had Council been in a position to it would have issued a Notice of

Decision to Grant a Planning Permit PLN18/0328 for the use and development of the land for the construction of three mixed use buildings (including a childcare centre), reduction in car parking requirement, and alteration of access and building and works to a Road Zone Category 1 Road at 459 – 471 Church Street and 20-26 Brighton Street, Richmond, generally in accordance with the architectural plans prepared by Architectus dated 3 and 4 February 2019 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 architectural plans prepared by Architectus dated 3 and 4 February 2019 but modified to show:

(a) a setback of at least 3m provided for Building B from level 3 and above from the eastern boundary (associated with the section of wall to the north of the lift area where it is attached to Building C);

(b) deletion of any glazing along the eastern boundary wall of Building B;

(c) an increase in the width of the separation of Buildings A and B to a minimum of 9.8m **from the second floor and above**;

(d) confirmation (via a sectional diagram) that there is no unreasonable overlooking opportunities from the north-facing podium walls of Building B into the private open space of No. 9 Shamrock Street within 9m;

(e) a notation confirming the use of a back-up system to reduce the risk of flooding such as a flood gate at the driveway or an internal pump system which discharges to Church Street through the property stormwater;

(f) in the event that vehicle access from Shamrock Street is located where the existing stormwater pits are positioned, the existing grated side entry pits must be modified to grated pits (with the installation of any additional drainage pits and associated connecting drainage to the satisfaction of the Responsible Authority);

(g) the allocation of car spaces for each use on the basement floor plans;

(h) the allocation of any car spaces for child care drop offs/pickups within the basement of Building C on the basement floor plans;

(i) the width of the Shamrock Street footpath annotated on plans;

(j) the dimension of the doorway width of the Brighton Street vehicle entrance;

(k) sight triangles superimposed and dimensioned for the exit lanes of all vehicular entrances;

(l) the loading facility dimensioned including the entrance and vehicle crossing;

(m) swept path diagrams to confirm truck access and egress from the loading bay;

(n) the widened section of Shamrock Street dimensioned from the face of the kerb, to the face of the kerb;

(o) accessible parking spaces and associated shared areas dimensioned and as satisfying the Australian/New Zealand Standard AS/NZS 2890.1:2004 with bollards inserted as required;

(p) column depths and locations to satisfy *Diagram 1 Clearances to car parking spaces* or AS/NZS 2890.1:2004 (where applicable);

(q) the dimensions of clearances to walls (and be no less than 300mm);

(r) the dimensions of each ramp grade length;

(s) a pedestrian refuge (minimum 1.3m in span) in between the vehicle crossings of the development entrance and the loading bay;

(t) the inside edge of the ninety-degree bend of the ramped accessway connecting Basement 2 with Basement 1 with a minimum clearance of 300 mm from the column as required by AS/NZS 2890.1:2004;

(u) swept path diagrams of passing movements for a B85 design vehicle and an oncoming B99 design vehicle along the ninety-degree bend of the ramped accessway connecting Basement 2 with Basement 1, demonstrating satisfactory passing movements;

(v) the boundary between private and public property delineated through the use of alternative surface materials or “banding”;

(w) confirmation that none of the utility services in Wright Street are required;

(x) the provision of a clear travel path for pedestrians along the south side of Shamrock Street between Church Street and the eastern side of the car park entrance;

(y) a pram ramp at the Shamrock Street kerb, aligned with the northern courtyard entrance;

(z) dimensions of bicycle storage spaces, and relevant access ways demonstrating compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority;

(aa) visitor bicycle parking provided at a rate of at least 1 space to each 500sqm of net office floor space, in a location easily accessed by visitors to the site (i.e. spaces must not be located within a secure facility) and for at least 80 percent visitor bicycle parking facilities to be ground level (horizontal) spaces;

(bb) employee bicycle parking facilities (provided at a rate of a minimum of 1 space to each 100sqm of net office floor space) located at ground-floor or basement 1, each within a secure facility (bicycle locker or lockable compound), with reasonable proximity and access to:

(i) building entrances and/or lift shafts;

(ii) end of trip facilities, including showers and change rooms.

(cc) at least 20% of bicycle storage spaces provided as horizontal storage spaces as required under AS2890.3;

(dd) details of the number of showers and change-rooms;

(ee) confirmation on plans that the car park areas are electrically wired with a minimum 40A single phase electrical sub circuit for 'EV readiness';

(ff) a materials sample board of external colours, materials and finishes;

(gg) any requirement of the endorsed Sustainable Management Plan (condition 7) (where relevant to show on plans);

(hh) any requirement of the endorsed Waste Management Plan (condition 10) (where relevant to show on plans);

(ii) any requirement of the endorsed Landscape Plan Report (condition 13) (where relevant to show on plans);

(jj) any requirement of the endorsed Wind Report (condition 17) (where relevant to show on plans);

(kk) any requirement of the endorsed Acoustic Report (condition 19) (where relevant to show on plans); and

(ll) any requirement of the endorsed Streetscapes Improvements plan (condition 33) (where relevant to show on plans).

2 The use and development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

3 As part of the ongoing consultant team, Architectus or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

(a) oversee the 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.

Childcare Centre Use

4 Except with the prior written consent of the Responsible Authority, the childcare centre use authorised by this permit may only operate between the hours of 7am and 7pm, Monday to Friday.

5 Except with the prior written consent of the Responsible Authority, no more than 22 staff are permitted on the land at any one time.

6 Except with the prior written consent of the Responsible Authority, no more than **80** children are permitted on the land at any one time.

Sustainable Management Plan

7 Before the development commences, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Cundall in April 2018, but modified to include or show:

(a) fresh air supply in excess of AS1668 air flow rates by at least 50%;

(b) more information on the expected daylight performance of the buildings and ensure that 30% of floor area can reach a minimum 2% df standard, and provide a suitable VLT for each area to assist achieve this standard;

(c) increased external shading systems to reduce heat gain, rather than rely on glazing. If not, include the SGHC proposed including the minimum VLT noted in the SMP, and demonstrate that the 30% energy reduction can be met;

(d) a completed JV3 energy modelling report, or equivalent, demonstrating the 6 points or 30% improvement in NCC requirements;

(e) include all MUSIC model inputs and outputs including catchment area, storage locations and volume and location and number of toilet connections to ensure that best practice in WSUD can be met;

(f) mark approximate size and location of solar PV array on roof and elevations;

(g) details of proposed type and efficiency of hot water system. Recommend gas boosted solar hot water or gas storage hot water with a minimum 85% efficiency / 5 Star equivalent;

(h) ensure that the WMP has sufficient spaces allocated to recycling and all waste streams. Ensure that recycling is just as convenient at general garbage;

(i) a COP for HVAC (VRV) within one Star or 85% of best available of suitably designed size and capacity;

(j) the provision of a composting system; and

(k) the provision of electric vehicle charging facilities.

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

SMP Implementation Report

9 Before the development is occupied, a report from the author of the Sustainability Management Plan, approved under this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm all measures specified in the Sustainability Management Plan have been implemented in accordance with the approved plan.

Waste Management Plan

10 Before the development commences, an amended Waste Management Plan prepared to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Irwin Consult (dated 4 May 2018), but modified to include:

(a) collection for the waste associated with Building C to occur within title boundaries; and

(b) details of how food waste will be diverted from the waste stream from the remaining areas of the development.

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

12 The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

Landscape Plan

13 Before the development is occupied, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must:

(a) be updated in accordance with the most recent architectural drawings;

(b) provide further detail on the design of the outdoor playspace for the childcare facility;

(c) provide further details on the vertical green systems across the development;

(d) provide details on how the feature tree in the deck area will be incorporated into the deck surface to ensure sufficient growing width is provided. Details on the nominal depth to be included;

(e) provide information on the landscape feature proposed at the corner of Church and Shamrock Streets;

(f) provide information in the Technical Notes on how the grade of the proposed garden beds in relation to their mounded nature will be maintained over time;

(g) provide details of allowances in the basement parking plans to accommodate the drop in the slabs for the proposed garden beds, ensuring there is sufficient headroom as well as depth for tree and plant growth;

(h) include more green infrastructure on the northern façade to Building B such as vertical climbing structures or planting beds;

(i) provide detailed planting plans for the development and show the type, location, quantity, height at maturity and botanical names of all proposed plants;

(j) show the type, location, quantity, height at maturity and botanical names of all proposed plants;

(k) detail the design and layout of the common area, outdoor terraces, planters and any ground level planting;

(l) provide a specification of works to be undertaken prior to planting; and

(m) detail plant/planting maintenance schedules and requirements.

14 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and

(c) replacing any dead, diseased, dying or damaged plants,

all to the satisfaction of the Responsible Authority.

Street Tree

15 Before the development commences, the permit holder must provide an Asset Protection Bond of $10,000 (ex GST) for the three (3) trees in Church Street adjacent the frontage of the development and one (1) tree opposite 22 Brighton Street to the Responsible Authority. The security bond:

(a) must be provided in a manner, and on terms, to the satisfaction of the Responsible Authority;

(b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and

(c) in accordance with the requirements of this permit; or

(d) otherwise to the satisfaction of the Responsible Authority.

16 Before the development commences, the permit holder must make a one off contribution of 17,633.25 to the Responsible Authority to be used for:

(a) the cost of supply, planting and establishment maintenance four trees (one in Church St and three in Brighton St).

Wind

17 Before the development commences, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by MEL Consultants and prepared on 1 May 2018, but modified to include (or show):

(a) a wind tunnel model study of the environmental wind conditions which must explore the wind conditions of the ground floor and the terraces and whether additional mitigation treatments are required to satisfy the relevant criteria.

18 The provisions, recommendations and requirements of the endorsed Environmental Wind Assessment must be implemented and complied with to the satisfaction of the Responsible Authority.

Acoustic report

19 Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Cundall prepared on 27 April 2018, but modified to include (or show, or address):

(a) confirmation of the following:
  (i) that rail noise has been predicted to upper levels of the building, and that the advice provided will achieve the indoor design targets.
  (ii) that noise from children playing in the rooftop outdoor play area has been predicted to the proposed overlooking office spaces, and that the glazing proposed will achieve appropriate indoor targets for this noise source.
  (iii) that a review of façade upgrade treatments to offices overlooking the rooftop plant room on Building C will be undertaken during the detailed design to ensure that the indoor targets will be met.

(b) The sound power level used for children's voices in each of the outdoor play areas, or sufficient information included in the report to calculate them. A 3-D image of the noise model used in calculations must be provided.

(c) Assessments of the childcare centre noise impacts to (with the receiver locations included):
  (i) No. 28 Brighton Street (the high level north facing windows, and the outdoor private open space) and
  (ii) Upper levels of the approved townhouses at No. 16 Brighton Street.

The acoustic report must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of music noise from public premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the Responsible Authority.

20 The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

21 Within 3 months of the occupation of the building, updated post-occupation Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be generally in accordance with the endorsed acoustic report. The report must be submitted to and approved by the Responsible Authority. When approved, the updated post-occupation Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must (assess) address the following:

(a) Confirm that the recommendations of the endorsed acoustic report required as part of Condition 19 have been implemented;

(b) Assess mechanical plant noise to SEPP N-1; and

(c) If non-compliance with Condition 21b is measured, additional acoustic measures as recommended by the amended post-occupation acoustic report are to be implemented within one month of the date of the amended acoustic report.

22 The provisions, recommendations and requirements of the endorsed post-occupation Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Transport for Victoria Conditions (Condition 23 and 24)

23 The permit holder must take all reasonable steps to ensure that disruption to tram operation along Church Street is kept to a minimum during the construction of the development. Foreseen disruptions to tram operations during construction and mitigation measures must be communicated to Yarra Trams and Public Transport Victoria thirty five days (35) prior.

24 The permit holder must ensure that all track, tram and overhead infrastructure is not damaged. Any damage to public transport infrastructure must be rectified to the satisfaction of the Public Transport Victoria at the full cost of the permit holder.

VicRoads Conditions (Conditions 25 to 27)

25 Before the use approved by this permit commences the following roadworks on Church Street, Richmond must be completed at no cost to and to the satisfaction of the Roads Corporation:

(a) The provision of Keep Clear line-marking at the intersection of Church Street and Shamrock Street, Richmond.

26 Prior to the commencement of the development, excluding demolition works, an Engineering report from a suitably qualified Engineer outlining the design, management and construction techniques to be implement prior, during and following excavation to prevent any impact on the Burnley Tunnel is to be submitted to VicRoads and CityLink for approval. Once approved, the Engineering Report will form part of the planning permit. Without limiting the scope of the report, it must consider all relevant structural and geotechnical issues, including, but not limited to, demonstrating:

(a) That the development will not compromise the structural integrity of the Burnley Tunnel;

(b) What is the load applied to the ground by the development;

(c) What is the depth of the excavation;

(d) That the development will not cause changes to groundwater conditions that will result in adverse effect on the Burnley Tunnel.

(e) Any holding points requiring VicRoads and CityLink inspection and approval prior to releasing the hold points.

27 Prior to the commencement of and during the course of construction the following details must be submitted to the satisfaction of VicRoads and CityLink for approval:

(a) Initial groundwater level;

(b) Expected and confirmation of actual flows and total volume drained during the construction of the basement;

(c) if the completed basement is tanked or drained;

(d) If drained, confirm flow rate into the basement and the height and extent of the permanent lowering of the watertable.

(e) Temporary or permanent groundwater drawdown greater than 2 metres below existing levels requires the developer to demonstrate the impact of the proposed development on the regional groundwater regime. The developer shall describe how groundwater drawdown will be managed, and demonstrate that there will be an insignificant impact on CityLink assets.

Road Infrastructure

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

(a) at no cost to the Responsible Authority (inclusive of the cost of modifying any parking signs or road markings for parking bays (where required); and

(b) to the satisfaction of the Responsible Authority.

29 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any roads, footpaths and other road related infrastructure adjacent to the development site damaged as a result of the construction works, including trenching and excavation for utility service connections must be reconstructed and re-sheeted as single full width areas (with any areas of pavement failure as a consequence of construction traffic must be reinstated with full depth pavement):

(a) at no cost to the Responsible Authority; and

(b) to the satisfaction of the Responsible Authority.

30 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the footpath immediately outside the subject site's the Brighton Street, Shamrock Street and Church Street road frontages must be reconstructed:

(a) with the footpath having a cross-fall of 1 in 40 or unless otherwise specified by Council;

(b) at no cost to the Responsible Authority; and

(c) to the satisfaction of the Responsible Authority.

31 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel along the Brighton Street and Church Street road frontages are to be reconstructed:

(a) at no cost to the Responsible Authority; and

(b) to the satisfaction of the Responsible Authority.

32 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the full width of Shamrock Street along the development frontage must be profiled (grinded to a depth of 50mm) and re-sheeted:

(a) at no cost to the Responsible Authority; and

(b) to the satisfaction of the Responsible Authority.

33 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the new vehicular crossing on the west side of Brighton Street and the new vehicle crossing on the properties Shamrock Street road frontage must be constructed:

(a) to satisfy the vehicle ground clearance requirements for the B99 design vehicle;

(b) at no cost to the Responsible Authority; and

(c) to the satisfaction of the Responsible Authority.

Streetscape Improvement Plan

34 Before the development commences, or by such later date as approved in writing by the Responsible Authority, a Streetscape Improvement plan for the development's Shamrock Street frontage (inclusive of the widening of Shamrock Street) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority.

35 Before the building is occupied, all works associated with the Streetscape Improvement plan as shown on the endorsed plans and Streetscapes Improvement plan (referred to in Condition 33) must be fully constructed and completed by the permit holder, at no cost to the Responsible Authority and to the satisfaction of the Responsible Authority.

Drainage

36 Before the development commences, an amended Drainage Investigation report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Drainage Investigation will be endorsed and will form part of this permit. The amended Drainage Investigation must be generally in accordance with the Drainage Investigation prepared by Northrop Pty Ltd prepared on 31 January 2019, but modified to include (or show, or address):

(d) a plan showing the location of the pits referenced in the CCTV report prepared by Rapid Cam dated 2 November 2018;

(e) the use of a back-up system such as a flood gate at the driveway or an internal pump system which discharges to Church Street through the property stormwater; and

(f) an updated flood risk assessment using a 200mm diameter pipe to determine if this will affect the flood level results.

Widened section of Shamrock Street

37 Before the development commences, the design of the widened section of Shamrock Street must be prepared by an independent and suitably qualified engineering professional to the satisfaction of the Responsible Authority and in consultation with the Responsible Authority. The design must be submitted to and approved by the Responsible Authority. The design of the widening of Shamrock Street must provide details including pavement widths, surface treatment, road infrastructure items, landscaping (where applicable) and drainage **(including the installation of any additional drainage pits and associated connecting drainage to the satisfaction of the Responsible Authority).**

38 Before the building is occupied, all works associated with the widening of Shamrock Street (referred to in Condition 36) must be carried out, at the permit holder's cost and to the satisfaction of the Responsible Authority.

39 Within six months of the commencement of works, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, providing for the following:

(a) The Owner must provide unfettered 24 hour public access over (and inclusive of the provision of lighting) over that part of the land to be used for the widened section of Shamrock Street between Church Street and the eastern boundary of the development's Shamrock Street frontage;

(b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in condition 38(a) at the cost of the owners of the site and to the satisfaction of the Yarra City Council;

(c) The owner(s) must obtain and maintain insurance, approved by Yarra City Council, for the public liability and indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in condition 38(a).

40 The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

Car parking

41 Before the development is occupied, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:

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

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

(c) the number and allocation of storage spaces;

(d) any policing arrangements and formal agreements;

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

(f) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by Condition 10; and

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

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

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

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

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

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

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

all to the satisfaction of the Responsible Authority.

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

Green Travel Plan

45 Before the development is occupied, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Impact Traffic Engineering prepared on 2 July 2018, but modified to include (or show, or address):

(a) deletion of any language such as ‘could be introduced’ and instead of ‘should’ or otherwise committing to a particular action;

(b) the Action Plan at Appendix A to references to all actions included in the report, including any carpooling actions;

(c) the promotion of various public transport smartphone apps such as the Public Transport Victoria app and/or train or tram tracker;

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

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

(f) the provision of real time passenger information displays for nearby stops within each lobby;

(g) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;

(h) a designated ‘manager’ or ‘champion’ responsible for coordination and implementation;

(i) details of bicycle parking and bicycle routes;

(j) details of GTP funding and management responsibilities;

(k) the types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);

(l) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;

(m) security arrangements to access the employee bicycle storage spaces;

(n) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;

(o) reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for ‘EV readiness’; and

(p) provisions for the Green Travel Plan to be updated not less than every 5 years.

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

Lighting

47 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be:

(a) located;

(b) directed;

(c) shielded; and

(d) of limited intensity,

all to the satisfaction of the Responsible Authority.

General

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

49 The amenity of the area must not be detrimentally affected by the construction and use, including through:

(a) the transport of materials, goods or commodities to or from land;

(b) the appearance of any buildings, works or materials;

(c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or

(d) the presence of vermin.

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

51 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.

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

53 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.

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

(a) Monday–Friday (excluding public holidays) before 7 am or after 6 pm;

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9am or after 3pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management

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

(a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;

(b) works necessary to protect road and other infrastructure;

(c) remediation of any damage to road and other infrastructure;

(d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;

(e) facilities for vehicle washing, which must be located on the land;

(f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;

(g) site security;

(h) management of any environmental hazards including, but not limited to,:

(i) contaminated soil;

(ii) materials and waste;

(iii) dust;

(iv) stormwater contamination from run-off and wash-waters;

(v) sediment from the land on roads;

(vi) washing of concrete trucks and other vehicles and machinery; and

(vii) spillage from refuelling cranes and other vehicles and machinery;

(i) the construction program;

(j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;

(k) parking facilities for construction workers;

(l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;

(m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;

(n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;

(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;

(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority.

In preparing the Noise and Vibration Management Plan, consideration must be given to:

(i) using lower noise work practice and equipment;

(ii) the suitability of the land for the use of an electric crane;

(iii) silencing all mechanical plant by the best practical means using current technology;

(iv) fitting pneumatic tools with an effective silencer;

(v) other relevant considerations; and

(vi) any site-specific requirements.

During the construction:

(q) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;

(r) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;

(s) vehicle borne material must not accumulate on the roads abutting the land;

(t) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(u) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time expiry

56 This permit will expire if:

(a) the development is not commenced within two years of the date of this permit; or

(b) the development is not completed within four years of the date of this permit; or

(c) the child care centre use has not commenced within five years of the date of this permit.

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