

**YARRA CITY COUNCIL**

**Internal Development Approvals Committee**

**Agenda**

**to be held on Wednesday 10 July 2019 at 6.30pm  
in Meeting Rooms 1 & 2 at the Richmond Town Hall**

**Rostered Councillor membership**

Councillor Amanda Stone  
Councillor Jackie Fristacky  
Councillor Mi-Lin Chen Yi Mei

- I. ATTENDANCE**  
Laura Condon (Senior Planner)  
Amy Hodgen (Co-Ordinator Statutory Planning)  
Cindi Johnston (Governance Officer)
- II. DECLARATIONS OF PECUNIARY INTEREST AND CONFLICT OF INTEREST**
- III. CONFIRMATION OF MINUTES**
- IV. COMMITTEE BUSINESS REPORTS**

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





## **Guidelines for public participation at Internal Development Approval Committee meetings**

### **POLiCY**

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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	PLN18/0902 - 48-50 Gipps Street, Collingwood - Development of the site for the construction of a multi-storey building and a reduction in the car parking requirement associated with office use.	5	40
1.2	PLN18/0642 - 27 McKean Street, Fitzroy North - Part demolition and construction of a second dwelling on a lot and associated reduction in the car parking requirements	125	143

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- 1.1 PLN18/0902 - 48-50 Gipps Street, Collingwood - Development of the site for the construction of a multi-storey building and a reduction in the car parking requirement associated with office use.**
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## **Executive Summary**

### **Purpose**

1. This report provides an assessment of the development of the site for the construction of a multi-storey building and a reduction in the car parking requirement associated with office use at 48-50 Gipps Street, Collingwood.

### **Key Planning Considerations**

2. Key planning considerations include:
- (a) Built form and Urban Design (Clauses 15, 21.05-1 and 22.10);
  - (b) Off-site amenity impacts (Clauses 13.05-1S, 13.07, 22.05 and 22.07); and
  - (c) Car and bicycle parking (Clauses 18.01, 18.02, 21.06, 52.06 and 52.34).

### **Key Issues**

3. The key issues for Council in considering the proposal relate to:
- (a) Policy and physical context;
  - (b) Built form;
  - (c) Environmentally Sustainable Development (ESD);
  - (d) Internal amenity;
  - (e) Off-site amenity impacts;
  - (f) Car parking and bicycle provision;
  - (g) Waste management; and
  - (h) Objector concerns.

### **Submissions Received**

4. 29 objections were received to the application, these can be summarised as
- (a) Excessive height;
  - (b) Lack of integration with adjacent heritage dwellings/heritage precinct;
  - (c) Off-site amenity impacts (overlooking, overshadowing, loss of daylight);
  - (d) Parking and traffic issues/pedestrian safety concerns; and
  - (e) Construction impacts.

### **Conclusion**

5. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported, subject to the following key recommendations:
- (a) The deletion of Level 4 within the northern and southern section of the development;
  - (b) The amended design of the individual glazed solar screens to the north and south façades as demonstrated in the Sketch Plans submitted to Council on 26 March 2019; and
  - (c) The full reconstruction of the laneway along the eastern boundary of the site, including the installation of a painted road pavement treatment, to the satisfaction of the Responsible Authority.

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**TITLE:** Senior Statutory Planner  
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**1.1 PLN18/0902 - 48-50 Gipps Street, Collingwood - Development of the site for the construction of a multi-storey building and a reduction in the car parking requirement associated with office use.**

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Trim Record Number: D19/88264

Responsible Officer: Senior Coordinator Statutory Planning

<b>Proposal:</b>	Development of the site for the construction of a multi-storey building and a reduction in the car parking requirement associated with office use
<b>Existing use:</b>	Office/warehouse
<b>Applicant:</b>	Pisani NSW Pty Limited as Trustee for Discovery No. 1 Unit Trust
<b>Zoning / Overlays:</b>	Commercial 2 Zone/Design and Development Overlay (Schedule 11)
<b>Date of Application:</b>	26/11/2018
<b>Application Number:</b>	PLN18/0902

### Planning History

1. Planning Permit No. 89/162 was issued on 26 September 1989 for *alterations to the factory/warehouse*.

### Background

2. The application was lodged on 26 November 2018, with further information submitted in January 2019. The application was advertised, with 26 objections received. A Planning Consultation Meeting was held on 7 May 2019, where the key issues raised in the objections were discussed with the Permit Applicant, Objectors and Planning Officers present.
3. Whilst this process was occurring, Council sought and received advice from Council's internal units including Urban Design, Waste Management, Engineering, Open Space, Strategic Transport and Environmental Sustainable Development (ESD). Referral advice is attached to this report.

#### Lodgment of sketch plans

4. In response to concerns raised in the Urban Design comments regarding the design of the glazing within the northern and southern facades of the building, the Applicant submitted sketch plans on 26 March 2019. These plans included the following alterations;
  - (a) The design of the solar-screens within the north and south facades was altered slightly, with the angle and projection of these screens from the façades reduced.
5. The sketch plans will be referenced within this assessment.

### The Proposal

6. The application is for the construction of a seven-storey building, primarily used as offices, with a small food and drink premises (café) at ground level.

### General

- (a) The existing building will be retained, with the ground floor extending to all boundaries;
- (b) The new built form will be separated into two distinct segments (north and south), with a central break of 9.4m in the middle of the site. External walkways at each level will connect these separate sections (as shown in Figure 1).



**Figure 1: Proposed eastern elevation**

### *Southern section*

- (c) The southern section (addressing Gipps Street) will be set back 1m from the southern boundary at levels 1-4 (with a balcony within this setback at level 1). These levels will abut the east and west boundaries.
- (d) This section will contain two additional levels (5 & 6), to a maximum height of 27.7m (7 storeys).
- (e) Both of the upper levels will be setback 7.43m from Gipps Street and constructed along the western boundary, with level 5 setback 1.71m from the eastern boundary. A balcony wraps around the setbacks provided at level 5.
- (f) Level 6 will contain a 'rippled' curved wall which is setback 1.71m and 2.75m from the eastern boundary. The section of curve includes a landscaped area. A smaller 'ripple' is also incorporated into a section of the western wall at this level.
- (g) All levels within this section will contain office tenancies (floor area 1408sqm).
- (h) The roof will contain a PV array, along with services and the lift overrun.

### *Central courtyard & laneway*

- (i) The laneway along the eastern boundary will be used as the primary access to the site, with two separate entrances provided. The laneway is proposed to be finished with coloured surfaces to match coloured graphics adjacent to each entrance.
- (j) A courtyard will be located at ground level, between the two buildings. This courtyard serves as the main circulation area for the overall site and will contain the following;
  - (i) A food and drink premises (café – 8.4sqm);
  - (ii) 6 visitor bicycle spaces (open hoops) and a bicycle repair station;
  - (iii) A secure employee bicycle storage area for 46 bicycles, with electric charging facilities;
  - (iv) End-of-trip cycling facilities and unisex toilets;
  - (v) A pump room, meters, services cupboard, waste room and communications room.
- (k) A deck will sit above part of this courtyard at level 1, with open walkways above, connecting the two sections of building. A view of these walkways from the west is provided in Figure 2.



**Figure 2: Central walkway**

#### *Northern section*

- (l) Levels 1-4 will be set back 3m from the northern boundary (Singleton Street), with a balcony located within the setback at level 1.
- (m) All levels will abut the eastern and western boundaries.
- (n) To Singleton Street the building will present a height of 5 storeys (20.3m), with office tenancies within each level (floor area 892sqm).
- (o) Level 5 will contain a roof terrace, with a high degree of landscaping that will be largely covered by a pergola (with solar PV panels located on the roof of the pergola).

#### *Colours and materials*

- (p) The ground floor walls will be finished in red brick – with the existing render removed from the Gipps Street façade.
- (q) The north and south facades at levels 1-4 will be finished in individual, clear and operable glazed ‘solar-screens’, with each screen to be fixed at different angles to provide articulation and variation within each façade (Figure 3). These screens will also be incorporated into the north-facing windows at Levels 5 & 6 of the southern section.
- (r) The other internal north and south-facing walls will be finished in opaque glazing.
- (s) The east and west walls of levels 1-4 will be finished in a mixture of concrete and terracotta, with windows in the eastern wall covered in vertical battens also finished in concrete or terracotta (as shown in Figure 2).
- (t) Levels 5 & 6 above the southern building will be finished in opaque glazing, with the exception of the western wall, which will be a terracotta finish. Confirmation of this finish will be discussed later within this report.

#### *ESD features*

- (u) Good access to natural daylight and ventilation at all levels.
- (v) The provision of a 30kW photovoltaic array.
- (w) The provision of a 15,000L rainwater tank to capture water for flushing toilets and irrigation, achieving a STORM rating of 107%.
- (x) The provision of 46 employee bicycle spaces and 6 visitor spaces, with end-of-trip facilities, electric bicycle charging facilities and a bicycle repair station.



- (y) A good degree of vegetation, resulting in on-site greening with green walls, green roof and deep-root tree planting.
- (z) The provision of communal open space for office employees.



**Figure 3: Gipps Street facade**

## **Existing Conditions**

### Subject Site

- 7. The subject site is located on the northern side of Gipps Street, Collingwood; 160m to the east of Wellington Street. The site has a street frontage of 10.9m and a depth of 65.6m, yielding an overall site area of 715sqm. A second interface addresses Singleton Street to the north and a 3.7m wide laneway extends along the entire eastern boundary of the site.
- 8. The site is currently developed with a single-storey warehouse/industrial style building constructed to all site boundaries. The side and rear walls are face-brick and the front segment (facade and part-eastern return wall to the laneway) are a natural rendered finish. To Gipps Street, the building presents a 7.5m high façade, with the primary pedestrian entry being from this frontage (Figure 4). The eastern wall contains a number of windows and a roller door, with the rear façade containing two windows and a second roller door (Figure 5). Vehicular access is provided from the Singleton Street entrance. It is not clear how many vehicles can be accommodated within the premises. The premises currently appears to be used as an office.
- 9. The site is formally identified as Lot 1 on Title Plan 682171B; Volume 06373 Folio 416. There are no easements located on the land.



**Figure 4: Existing Gipps Street facade**



**Figure 5: Singleton Street facade and eastern laneway interface**



### Surrounding Land

10. The site is located in a neighbourhood which contains a variety of built form and uses. The immediate area is primarily commercial and industrial in character, however a small pocket of dwellings extend along the northern side of Gipps Street, directly to the east of the subject site. The subject site and these dwellings are located within the Commercial 2 Zone (C2Z). Residential areas are also located to the north and north-east of the site, with this area within the Mixed Use Zone (MUZ) and the Neighbourhood Residential Zone (NRZ). The mix of zoning is demonstrated in Figure 6.



Figure 6: Surrounding zones

11. Built form along the northern side of Gipps Street is primarily double to triple-storey in height, with higher pockets of development (up to 6-storeys) along the southern streetscape. Building heights within the residential land to the north are single to double-storey in height. Built form within Gipps Street is typically robust with high site coverage and limited landscaping opportunities. There is also a rich laneway character and typically a fine-grain materiality. The density of built form is evident in Figure 7.
12. The surrounding area has undergone considerable change in recent years, with the redevelopment of former industrial and warehouse buildings for mixed-use residential and commercial purposes. A number of medium (5-8 storeys) and higher density tower developments (10-17 storeys) have been approved and/or are under construction, particularly around the intersection of Wellington Street and Langridge Street. It is therefore clear that the surrounding area is experiencing a high degree of more intensive development.



**Figure 7: Site and surrounding built form**

13. The site is approximately 430m to the east of the Smith Street Major Activity Centre (MAC), which provides convenience retailing that services the local community. The site also has good access to a range of public transport services, as follows;
  - (a) Smith/Gertrude Streets (430m to the west) - serviced by Tram Route 86 (Bundoora RMIT - Waterfront City Docklands).
  - (b) Victoria Parade (515 to the south) - provides connections to Tram Routes 12 (Victoria Gardens - St Kilda) and 109 (Box Hill - Port Melbourne) and Bus Routes 302 (City - Box Hill via Belmore Road and Eastern Freeway), 303 (City - Ringwood North), 305, 905 and 908 (City - The Pines Shopping Centre, Templestowe), 309 (City - Donvale), 318 (City - Deep Creek), 350 (City - La Trobe University), 684 (Eildon - Melbourne), 906 (City - Warrandyte) and 907 (City - Mitcham).
  - (c) Hoddle Street (300m to the east) also provides access to the abovementioned bus routes.
  - (d) Collingwood Train Station (450m to the east).

14. The site's immediate interfaces are as follows;

*East*

15. To the east of the site is a 3.7m wide laneway. Abutting the eastern side of this laneway is the side wall of No. 52 Gipps Street; a double-storey Victorian-era dwelling which forms the start of a row of four attached heritage buildings. Three windows are located within this side wall; two at ground level and one at first-floor.
16. These four buildings (Nos. 52-58 Gipps Street) are graded 'individually significant' within the Campbell Street Heritage Precinct, Collingwood. Three of these buildings appear to be used as dwellings (Nos. 52, 54 & 56 Gipps Street), with areas of secluded private open space (SPOS) to the rear of these sites. All of these sites are located within the C2Z. The building at No. 58 Gipps Street has a concrete car parking area at the rear of its site and appears to operate as an office.

17. Council's GIS system indicates that a Council owned Right-of-Way (ROW) extends along the northern boundary of these sites, however it has been confirmed by the Applicant (and via aerial images) that there is no fencing between the areas of SPOS and the ROW. This land appears to have been incorporated into the individual areas of SPOS. There is no laneway access to this land, and vegetation associated with the separate areas of SPOS extends across where the ROW was formerly located.
18. Also adjacent to the eastern boundary are the rear walls of three commercial/warehouse properties (Nos. 1, 7 & 9 Campbell Street) and the rear SPOS of a residential property (No. 3 Campbell Street). This area of SPOS appears to be fully covered with both permanent and temporary structures, with this site located within the C2Z.
19. Further to the east, along Gipps Street, is a substantially-sized site containing a double-storey commercial building constructed to all site boundaries, with undercroft parking at ground level.

#### *North*

20. To the north of the subject site, across Singleton Street, is the side wall of a dwelling fronting Dight Street (No. 2 Dight Street). This dwelling is within the MUZ and has a double-storey addition at the rear. The dwelling includes a carport, open-air car parking space and a side services area towards Singleton Street, with the main area of SPOS at the eastern end of the site. A number of windows address the subject site in the dwelling's southern wall.
21. Single-storey dwellings are located further to the north, along Dight Street. This area is also located within the Campbell Street Heritage Precinct.

#### *West*

22. To the west of the subject site is a double-storey, converted industrial building now used as a shared office space known as the 'Commons'. This building abuts the majority of the shared boundary, with setbacks from the north and south boundaries (with the exception of a small area of built form in the south-east corner of the site). Vehicle parking is provided within both of these setbacks. A similarly-scaled building, with matching setbacks, is located further to the west, with a large double to triple-storey development extending from this site through to Wellington Street.

#### *South*

23. To the south of the subject site, across Gipps Street, is a 4-storey office building with a ground floor café. This building presents a one and a half-storey streetwall to Gipps Street, with the upper levels setback approximately 3m from this façade. This building decreases to a double-storey built form at its rear, however a current planning application (PLN19/0109) is under consideration by Council seeking to construct a four-storey addition on top of this double-storey built form.
24. To the south-east is the intersection of Gipps and Rokeby Streets, with a double-storey hotel on the eastern side of the intersection (Glasshouse Hotel).

### **Planning Scheme Provisions**

#### Zoning

#### *Clause 34.02 – Commercial 2 Zone*

25. The site is located within the Commercial 2 Zone (C2Z). The purpose of the C2Z is as follows;
- (a) *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
  - (b) *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
  - (c) *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*
26. Pursuant to Clause 34.02-1 of the Yarra Planning Scheme (the Scheme) a planning permit is not required for the proposed 'office' use.
27. Also pursuant to this clause, a planning permit is not required for a 'food and drink premises' if the leasable floor area does not exceed 100sqm. As the proposed food and drink premises (café) at ground level is 8.4sqm in area, a permit is not required for this use.
28. Pursuant to Clause 34.02-4, a planning permit is required to construct a building or construct or carry out works.

### Overlays

#### *Clause 43.02 – Design and Development Overlay (Schedule 11)*

29. The site is located within the Design and Development Overlay (Schedule 11). Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works within this overlay.
30. Schedule 11 to the DDO relates to the Gipps Street Precinct, and outlines a preferred future character for this neighbourhood as follows;
- (a) *A built form business and commercial environment which builds on the existing fine grain industrial nature of the area that allows for innovation and interest.*
  - (b) *A vibrant and safe street environment due to an increasing amount of street oriented development, particularly on Gipps and Langridge Street.*
  - (c) *A consistent streetscape with active street-frontages and well-articulated buildings with street facades built to a height of up to 3-4 storeys. Taller built form will be set back from property boundaries and spaced to create new interest and variety in building forms.*
31. With regards to building heights and setbacks, Schedule 11 notes that;
- (a) *Taller built form may be appropriate on larger sites able to provide adequate setbacks that respect the narrow streetscape character of the Precinct and avoid overshadowing of neighbouring properties.*
  - (b) *Development above 4 storeys should:*
    - (i) *Demonstrate a high standard of architectural design*
    - (ii) *Minimise overshadowing of adjoining streets, public spaces or private properties*
    - (iii) *Be set back from along the northern side of the following streets:*
      - *Gipps Street*
      - *Langridge Street.*
32. With regards to building design, the overlay notes that;
- (a) *Development should be designed to:*
    - (i) *have active and attractive frontages.*
    - (ii) *address street activity in its interface design, avoiding recessed car parking at street level.*

- (iii) *be well articulated and modulated.*
- (iv) *use materials and finishes which complement adjacent development and enhance the appearance of the narrow street network.*

Particular Provisions

*Clause 52.06 – Car Parking*

33. Clause 52.06-1 requires that a new use must not commence until the required car spaces have been provided on the land. A permit is required to reduce (including reduce to zero) the requirement to provide the number of car parking spaces required under this clause.
34. Under clause 52.06-5, the following parking rates are required

Proposed Use	Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (12 Tenancies)	2,313sqm	3 spaces to each 100m <sup>2</sup> of net floor area	69	0
Cafe	8.4sqm	3.5 spaces to each 100m <sup>2</sup> of leasable floor area	0	
<b>Total</b>			<b>69</b>	<b>0</b>

35. As no on-site car parking spaces are to be provided as part of this proposal, a planning permit for the full reduction of 69 car parking spaces is required.

*Clause 52.34 – Bicycle Facilities*

36. Pursuant to clause 52.34, a new use must not commence until the required bicycle facilities and associated signage has been provided on the land. The purpose of the policy is to encourage cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces
37. Under the provisions of Clause 52.34-3 of the 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)	2,313sqm	1 employee space to each 300sqm of net floor area if the net floor area exceeds 1000sqm	8 employee spaces	46 employee spaces
		1 visitor space to each 1000sqm of net floor area if the net floor area exceeds 1000sqm	2 visitor spaces.	6 visitor spaces
Retail premises (other than specified in this table)	8.4sqm	1 employee space to each 300sqm of leasable floor area	0 employee spaces	
		1visitor space to each 500sqm of leasable floor area	0 visitor spaces.	
Bicycle Parking Spaces Total			8 employee spaces	46 employee spaces
			2 visitor spaces	6 visitor spaces

<b>Showers / Change rooms</b>	<b>1 to the first 5 employee spaces and 1 to each additional 10 employee spaces</b>	<b>4 showers / change rooms</b>	<b>4 showers / change rooms</b>
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38. The development provides a total of 38 additional employee spaces and 4 additional visitor spaces above than required by the Scheme.
39. Pursuant to clause 52.34-3, the rate for the provision of showers/change rooms is 1 to the first 5 employee spaces and 1 to each additional 10 employee spaces. Therefore, 2 showers and 2 change rooms are required. These facilitates have been provided.
40. Clause 52.34-4 provides design standard for bicycle spaces and signage.

### General Provisions

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

### Planning Policy Framework (PPF)

#### *Clause 15.01 – Built Environment*

##### *Clause 15.01-1S – Urban Design*

41. The objective of this clause is to *‘create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity’*.

##### *Clause 15.01-2S – Building Design*

42. The objective of this clause is to *‘achieve building design outcomes that contribute positively to the local context and enhance the public realm’*.

##### *Clause 15.01-5S – Neighbourhood Character*

43. The objective of this clause is to *‘recognise, support and protect neighbourhood character, cultural identity, and sense of place’*.

##### *(a) Relevant strategies include;*

- (i) Ensure development responds to cultural identity and contributes to existing or preferred neighbourhood character.*

#### *Clause 15.02 – Sustainable Development*

##### *Clause 15.02-1S – Energy and resource efficiency*

44. The objective of this clause is to *‘encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions’*.

#### *Clause 17.02 – Commercial*

##### *Clause 17.02-1S – Business*

45. The objective of this clause is to *‘encourage development that meets the community’s needs for retail, entertainment, office and other commercial services’*.

#### *Clause 18.01 – Integrated transport*

##### *Clause 18.02-1S – Sustainable personal transport*

46. The objective of this clause is to '*promote the use of sustainable personal transport*'.
- (a) Relevant strategies include;
    - (i) *Encourage the use of walking and cycling by creating environments that are safe and attractive.*
    - (ii) *Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.*
    - (iii) *Ensure provision of bicycle end-of-trip facilities in commercial buildings.*

#### Local Planning Policy Framework (LPPF)

##### *Clause 21.05 – Built Form*

47. Relevant objectives and strategies include;
- (a) *Objective 14 To protect and enhance Yarra's heritage places.*
    - (i) *Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas*

##### *Clause 21.05-2 – Urban Design*

48. Relevant objectives and strategies include;
- (a) *Objective 16 To reinforce the existing urban framework of Yarra.*
  - (b) *Objective 17 To retain Yarra's identity as a low-rise urban form with pockets of higher development.*
    - (i) *Strategy 17.1 Ensure that development outside activity centres and not on Strategic Redevelopment Sites reflects the prevailing low-rise urban form.*
  - (c) *Objective 18 To retain, enhance and extend Yarra's fine grain street pattern.*
    - (i) *Strategy 18.2 Enhance the amenity of laneways by applying the Development Abutting Laneway policy at Clause 22.07.*
  - (d) *Objective 19 To create an inner city environment with landscaped beauty.*
    - (i) *Strategy 19.2 Encourage opportunities for planting suitable trees and landscape areas in new development.*
  - (e) *Objective 20 To ensure that new development contributes positively to Yarra's urban fabric.*

##### *Clause 21.06 – Transport*

##### *Clause 21.06-1 Walking and cycling*

49. Relevant objectives and strategies include;
- (a) *Objective 30 To provide safe and convenient pedestrian and bicycle environments.*
    - (i) *Strategy 30.1 Improve pedestrian and cycling links in association with new development where possible.*

##### *Clause 21.06-2 – Public transport*

50. Relevant objectives and strategies include;
- (a) *Objective 31 To facilitate public transport usage.*
    - (i) *Strategy 31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.*

##### *Clause 21.06-3 – The road system and parking*

51. Relevant objectives include;
- (a) *Objective 32 To reduce the reliance on the private motor car.*
  - (b) *Objective 33 To reduce the impact of traffic.*

*Clause 21.07 – Environmental Sustainability*

*Clause 21.07-1 Environmentally sustainable development*

52. Relevant objectives and strategies include;

- (a) *Objective 34 To promote environmentally sustainable development.*
  - (i) *Strategy 34.1 Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation.*
  - (ii) *Strategy 34.2 Apply the environmental sustainability provisions in the Built Form and Design policy at clause 22.10-3.5*
  - (iii) *Strategy 34.3 Apply the Environmentally Sustainable Development policy at clause 22.17*

*Clause 21.08 – Neighbourhoods*

*Clause 21.08-5 – Collingwood*

53. This clause outlines the Collingwood neighbourhood as follows;

- (a) *Much of Collingwood is industrial in character with the residential precincts surrounded by or interspersed with industrial buildings.*
- (b) *The Gipps Street industrial precinct is characterized by traditional manufacturing, service activities and a considerable portion of activity related to the textile, clothing and footwear sector. The precinct provides the opportunity for a wide range of small to medium businesses to operate in a location that is relatively unconstrained by sensitive uses. To allow flexibility for large sites which may have difficulty in finding new industrial tenants, rezoning to Business 3 will be supported. This will enable the area to retain an industrial character but evolve to provide a wider range of employment opportunities including service business and offices uses. Any change of use should consider opportunities for improvement to the public domain.*

Relevant Local Policies

*Clause 22.05 – Interface Uses Policy*

54. This policy applies to applications for use or development within the commercial zone. The relevant objective is as follows;

- (a) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*

*Clause 22.07 – Development Abutting Laneways*

55. The objectives of this clause are as follows;

- (a) *To provide an environment which has a feeling of safety for users of the laneway.*
- (b) *To ensure that development along a laneway acknowledges the unique character of the laneway.*
- (c) *To ensure that where development is accessed off a laneway, all services can be provided to the development.*
- (d) *To ensure that development along a laneway is provided with safe pedestrian and vehicular access.*

*Clause 22.10 – Built form and design policy*

56. Relevant objectives include;



- (a) *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.*
- (b) *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*
- (c) *Limit the impact of new development on the amenity of surrounding land, particularly residential land.*
- (d) *Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.*
- (e) *Create a positive interface between the private domain and public spaces.*
- (f) *Encourage environmentally sustainable development.*

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

57. Under this clause it is policy to:

- (a) *Require that development applications provide for the achievement of the best practice performance objectives for suspended solids, total phosphorus and total nitrogen, as set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended).*
- (b) *Require the use of stormwater treatment measures that improve the quality and reduce the flow of water discharged to waterways. This can include but is not limited to:*
  - (i) *collection and reuse of rainwater and stormwater on site*
  - (ii) *vegetated swales and buffer strips*
  - (iii) *rain gardens*
  - (iv) *installation of water recycling systems*
  - (v) *multiple uses of water within a single manufacturing site*
  - (vi) *direction of flow from impervious ground surfaces to landscaped areas.*
- (c) *Encourage the use of measures to prevent litter being carried off-site in stormwater flows, including:*
  - (i) *appropriately designed waste enclosures and storage bins, and*
  - (ii) *the use of litter traps for developments with the potential to generate significant amounts of litter.*
- (d) *Encourage the use of green roofs, walls and facades on buildings where practicable (to be irrigated with rainwater/stormwater) to enhance the role of vegetation on buildings in managing the quality and quantity of stormwater.*

*Clause 22.17 – Environmentally Sustainable Design*

58. 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

*Gipps Street Local Area Plan*

59. The Gipps Street Local Area Plan (GSLAP) was adopted by Council in February 2010. This plan includes objectives, strategies and actions which deal with future land use and form of development, physical improvements and infrastructure investments. It provides the strategic basis for future development and activity mix, preferred future character, a guide for new public works and infrastructure, design guidance and an overall approach to implementation and priorities.

60. This plan pre-dates the rezoning of the subject land from Industrial to Commercial and influenced the implementation of Schedule 11 to the Design and Development Overlay affecting the site.
61. The GSLAP acknowledges that Wellington, Langridge and Gipps Streets offer greater exposure and accessibility for activities like showrooms and larger office developments. The Plan also aims to reduce car travel into the precinct, as follows;
  - (a) *A broader policy objective to implement Council's Strategic Transport Statement is to reduce the proportion of trips into and out of the precinct by car.*
  - (b) *Reduced car travel will depend primarily on broader initiatives beyond the scope of this plan.*
  - (c) *Local initiatives should aim to improve walking and cycle access and connections to public transport and slowing car and other vehicle traffic in and around the precinct.*

#### *Yarra Business and Industrial Land Strategy 2012*

62. The Yarra Business and Industrial Land Strategy was adopted by Council in June 2012, which applies to land within the Commercial and Industrial Zones within the City of Yarra. The Strategy sets out a 10-15- year direction for Yarra's business and industrial areas and provides guidance for Council and relevant stakeholders for land use planning in these areas.
63. The Strategy identifies that *'local economic conditions have continued to evolve including growing pressure for residential and mixed use development in Yarra's business and industrial areas, ongoing industry changes and adjustments, new business development opportunities and new infrastructure investments'*. The City of Yarra is committed to maintaining the employment focus in its business and industrial areas and seeks to ensure access to employment opportunities within these areas is maintained.
64. The vision of the Strategy is as follows:
  - (a) *Business and industrial areas in the City of Yarra play an integral role in sustaining the local and inner Melbourne economy and local communities. They will continue to change, with significant growth in the business sector and a decline in industry activity and employment.*
  - (b) *This Strategy will provide sufficient land to sustain growth in economic activity. In doing this, it will contribute to the economic strength of the region, and enhance its vibrancy and diversity.*
65. Within the Strategy, the subject site exists within the Gipps Street Node (CIB4). The strategy notes that the precinct was rezoned from Industrial 1 Zone to Business 3 Zone (and most recently Commercial 2 Zone) to facilitate a broader business and industrial base and to ensure it remains one of Yarra's strategic employment precincts.

#### **Advertising**

66. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* with 344 letters sent to surrounding owners and occupiers and three signs displayed on site. Council received 26 objections, the grounds of which are summarised as follows:
  - (a) Excessive height;
  - (b) Reduction in car parking;
  - (c) Potential off site amenity impacts (overshadowing, overlooking, loss of daylight, noise, rubbish collection); and
  - (d) Impacts during construction, obstruction of laneway.

67. A planning consultation meeting was held on 7 May 2019 and attended by objectors, the Applicant and Council Officers to discuss all issues and concerns raised in the letters of objection. The Applicant did not make any commitments to make changes beyond the Sketch Plans already submitted to Council on 26 March 2019 and discussed in paragraph 4 of this report.

## Referrals

### Internal Referrals

68. The application was referred to the following units within Council:
- (a) Urban Design;
  - (b) ESD Advisor;
  - (c) Engineering Services Unit;
  - (d) City Works Branch;
  - (e) Sustainable Transport; and
  - (f) Open Space.
69. Referral comments have been included as attachments to this report.

## OFFICER ASSESSMENT

70. The primary considerations for this application are as follows:
- (a) Policy and physical context;
  - (b) Built form;
  - (c) Environmentally Sustainable Development (ESD);
  - (d) Internal amenity;
  - (e) Off-site amenity impacts;
  - (f) Car parking and bicycle provision;
  - (g) Waste management; and
  - (h) Objector concerns.

### Policy and physical context:

71. The proposed development has strong strategic support at State and local level. The C2Z which applies to the site is capable of accommodating greater density and higher built form, subject to individual site constraints. Additionally, policies (such as clauses 11.03-1R and 18.01-1S) encourage the concentration of development near activity centres and more intense development on sites well connected to public transport.
72. At a State level, the metropolitan planning strategy *Plan Melbourne* seeks to create 20-minute neighbourhoods, where people can access most of their everyday needs (including employment) within a 20-minute walk, cycle or via public transport. These neighbourhoods must be safe, accessible and well connected for pedestrians and cyclists. The site fulfils these criteria, with tram routes along Smith Street and Victoria Parade, bus routes along Hoddle Street and Johnston Street and the Collingwood Train Station approximately 450m to the east, thereby encouraging the use of alternative modes of transport to and from the site. Further, the site is located within proximity to a comprehensive cycling network; with particular regard to the 'Copenhagen-style' bicycle lanes established along Wellington Street to the west.
73. The site and adjacent land to the east, west and south are located in the C2Z, which specifically encourages office, retail uses and associated commercial services. These sites form part of the Gipps Street Industrial Precinct. The proposal complies with the strategic direction outlined for this Precinct by continuing the industrial/commercial use of the site in a more intensive form, in order to facilitate greater employment opportunities in the area.

74. The zoning of the land preferences uses such as offices to occur. This outcome is further supported by both the *Gipps Street Local Area Plan* and the *Yarra Business and Industrial Land Strategy*, two documents referenced earlier in this report that aim to promote the Gipps Street area, and in particular, land with the C2Z as neighbourhoods where larger office developments are encouraged. This site is clearly located within an area where higher intensity commercial uses have been directed to be located.
75. Having regard to the above, the proposed re-development of the site for a larger-scale office building is considered to have strategic planning support, however regard must be had to the appropriate scale of the proposal, based on the individual context and constraints of the land. This aspect of the development will be discussed below.

#### Built form

76. The following is a detailed assessment of the proposal against the design objectives of Clause 22.10 – Built Form and Design Policy and Schedule 11 of the Design and Development Overlay (DDO11). The assessment will also consider the decision guidelines of the Commercial 2 Zone, and the urban design principles articulated at Clause 15.01-2.
77. All of the provisions and guidelines support a development outcome that responds to the existing or preferred neighbourhood character and provides a contextual urban design response reflective of the aspirations for the area.

#### *Urban form, character and context*

78. As discussed in the policy section above, the proposal is an appropriate response to the site's strategic context and makes efficient use of relatively under-utilised land. Strategically, the subject site is appropriately located for a higher-density development, being within proximity to an Activity Centre and within the C2Z with excellent access to public transport, services and facilities. In addition, the site has two street interfaces and a laneway frontage, thereby providing a degree of separation from three of the four adjacent sites. It would therefore be a reasonable expectation that this site (as others in the Collingwood area are currently doing) would experience a degree of intensification.
79. Built form in the surrounding area consists of a mixture of architectural styles and materials, with land to the west and south developed with higher buildings, with high site coverage, where walls on boundaries are common. The subject site is not located within a heritage overlay; however the Campbell Street Heritage Precinct is located to the north, with the row of Victorian-era buildings directly to the east also within this overlay. The development's relationship with this overlay will be discussed in turn. Particular regard however must be given to the acceptability of the design in terms of height and massing, street setbacks and relationships to adjoining buildings.
80. Extensive change in the Collingwood area is clearly evident, with a considerable number of recent approvals surrounding the subject site. To provide further context of the extent of development occurring, Figure 8 indicates a number of the buildings (in excess of 6-storeys) constructed or under construction within the immediate neighbourhood (subject site indicated by the blue star, with approved developments highlighted with red stars). It is evident that the area is undergoing significant redevelopment. The proposed development of the subject site is therefore complementary to the emerging character of the Collingwood area. It is acknowledged however that all of the sites outlined in Figure 8 have different planning controls, site constraints and surrounding contexts. The appropriate height of development on the subject site will be discussed below.



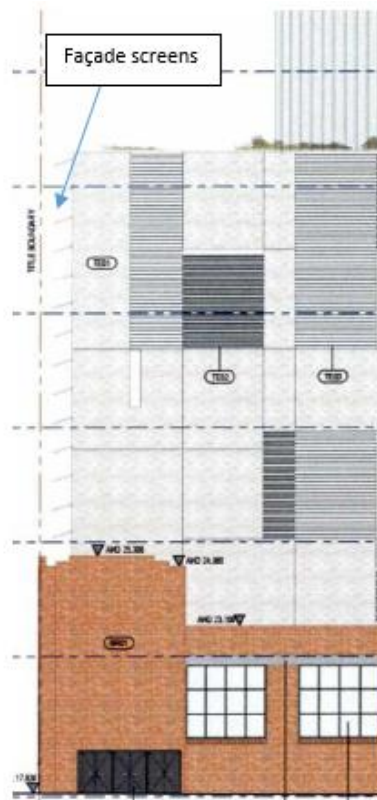
**Figure 8: Developments over 6-stories under construction or constructed**

#### *Height/Massing*

81. The development proposes a maximum height of seven-storeys at its southern end, with the dominant built form extending to five-storeys, and two smaller levels above. At its northern end, the building will be five-storeys in height.
82. Urban Design advice was obtained for the proposal, in which a number of positive attributes of the development were outlined by Council's Urban Design Unit. Of note, these include the following;
  - (a) *The retention of the existing single-storey external walls is commended, the aged brick masonry helping the development to integrate with the neighbourhood;*
  - (b) *The development of this narrow site (rather than consolidating sites) is helpful in maintaining the fine grain of subdivision; and*
  - (c) *The central courtyard is commended as an effective way of limiting the bulk of the building and facilitating sun and sky views between the two main forms.*
83. However, a number of concerns were also raised within the advice, with these issues relating to the overall height of the development and insufficient setbacks from the north, south and east boundaries. Each of these interfaces will be discussed in turn.

#### *Gipps Street*

84. A 1m setback of the new façade at levels 1-4 is proposed from the southern interface, with this frontage set behind the existing Gipps Street façade, which is constructed hard-edge to the southern boundary. This façade will be composed fully of separate glazed panels in an angled design. In the decision plans, these panels project at almost a 90 degree angle from the façade, thereby reducing the degree of separation perceived between the existing and proposed built form, as can be seen in Figure 9.



**Figure 9: East elevation demonstrating screen projection to southern boundary**

85. Urban Design advice noted that *the 1m front setback is not considered sufficient, particularly given that extensive projections extend about two thirds of the way across this setback.* To alleviate this, an increased setback of 4.5m was recommended from this boundary, with this dimension based on the front setbacks of the heritage dwellings to the east, addressing Gipps Street.
86. Schedule 11 to the DDO notes that the preferred future character of the area is *a consistent streetscape with active street-frontages and well-articulated buildings with street facades built to a height of up to 3-4 storeys.*
87. Given this, a setback of 4.5m from Gipps Street above a single-storey street façade does not accord with this preferred future outcome, particularly with this setback dimension based on the setback of dwellings within a C2Z. The minimal setback currently proposed results in the perception of a five-storey streetwall to Gipps Street, albeit with a degree of articulation provided by the 1m setback proposed. If this streetwall was reduced to four-storeys, via the removal of one level from the main building form, the preferred future character outlined above would be achieved.
88. In addition, the Sketch Plans referenced earlier in this report altered the design of these panels by reducing the extent of the angle, thereby resulting in a “flatter” design that provides a greater degree of separation between the new and old façade. This is evident in Figure 10.





**Figure 10: Amended screen angles**

89. On this basis, a 4.5m setback of Levels 1-4 from Gipps Street is not considered necessary; rather the removal of one level and the adoption of the altered screen design is considered by Officers to be a more balanced and reasonable outcome that will meet the design objectives outlined in the DDO. These changes can be facilitated via permit conditions, should a planning permit be issued.
90. The two upper-most levels would be set back 7.43m from Gipps Street, thereby limiting the prominence of this higher built form. Further, these levels will be finished in a lightweight material, and will be clearly differentiated from the more dominant building form below. This outcome is acceptable, with the removal of one level from the southern section of the proposal reducing the perceived overall height of the development to an appropriate degree.

#### *Singleton Street Interface*

91. The new northern façade at Levels 1-4 will be set back 3m from the northern boundary, with the existing single-storey streetwall maintained. The existing roller door within this wall will also be retained. As with the context to the east, land to the north is located within the Campbell Street Heritage Precinct. This land is also located within the MUZ. The majority of built form within this precinct is single to double-storey in height, and whilst the commercial sites within this precinct may be developed to greater heights in the future, this is unlikely to occur with the double-storey dwelling immediately to the north (No. 2 Dight Street), given its classification as 'Contributory' to the heritage place.
92. In addition to the five-storey built form proposed within the northern building, the roof terrace at Level 5 will be covered with a pergola. This pergola would provide the base for a significant number of solar panels. Whilst this initiative is supported, the extent of the pergola and proximity to the northern boundary will allow clear views to this level, and from some angles, almost present as a sixth level above the solid built form.
93. As with the southern building, Urban Design advice recommended that the northern building also be reduced by one level, to improve the transition in height to the MUZ to the north.

Officers support this outcome, considering that it would reduce visual impacts to a reasonable level from the northern sites, as well as improving the interface to the eastern laneway, to be discussed below.

A reduction in height of the solid built form will also reduce the impact of the proposed pergola at roof level. If a planning permit is issued, a condition can facilitate this outcome.

#### *Laneway Interface*

94. The proposal would result in a five-storey wall along the majority of the eastern laneway, with the exception of the central courtyard and open walkways. Whilst the middle 'cut-out' of the built form would diminish the impacts to this laneway and provide a visual break between the two buildings, the proposed height of the wall would be a significant departure from the existing single-storey scale along this thoroughfare.
95. The retention of the existing brick wall assists in this regard, as it maintains the pedestrian-scale environment currently experienced along the laneway. The activation of the laneway, to be discussed later within this report, also draws the focus of the user to the pedestrian level and will create a degree of visual interest at ground level. However, it is acknowledged that an additional four-storeys above the existing wall will alter the outlook from the laneway, and create a visible built-form presence within the residential sites to the east.
96. Design guidelines at Clause 22.10-3.3 of the Scheme note that new development abutting a laneway should be no higher than two-storeys and should not affect the amenity of neighbouring residential properties. In this instance, given the robust industrial character of the area and the commercial zoning of the land, there is scope for greater height and more intense development. However, the immediate context of the land to the east must be taken into consideration when ascertaining what height is reasonable for this interface.
97. The four buildings to the east are classified as 'individually significant' to the Campbell Street Heritage Precinct and are therefore unlikely to be developed in a significant way in the future. Objective 14 of Clause 21.05 of the Scheme aims to *protect and enhance Yarra's heritage places*, with Strategy 14.6 of this policy specifically to *protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas*
98. To provide a more sympathetic response to this interface, Urban Design advice recommended that either the new section of building should be set back from the eastern boundary at least 1m, or the height of the main building form should be reduced to four-storeys. However, this advice also acknowledged that the incorporation of a setback from this boundary could unreasonably impact the internal layout and amenity of the offices, and would result in narrow floor plates. The advice continued to note that it may therefore be more appropriate to reduce the height of the two buildings rather than incorporating side setbacks into the design. This alteration to the heights of both buildings has already been discussed within this report, with conditions to remove one level of both buildings recommended. This outcome accords with the Urban Design advice and results in a more considered approach and sympathetic transition in height to the double-storey built form to the east.

#### *West Boundary Interface*

99. The western wall will abut the western boundary at all levels. This is considered appropriate, given the likelihood of corresponding future development on the adjoining site to the west. There are no windows proposed within this boundary wall, with the two upper-most levels (of the southern building) finished in terracotta along the western interface.



It is noted that the western elevation indicates that this boundary will be finished in opaque glazing; it has since been confirmed by the Applicant that this is incorrect, with terracotta material to be used for this wall. If a permit is issued, this detail can be amended via a condition.

100. Council's Urban Designer, whilst supportive of the on-boundary construction for Levels 1-4, recommended a minimum setback of 1m be incorporated into the western walls at Levels 5 & 6. The rationale behind this recommendation is so that the upper levels of the proposal are well-spaced from the adjacent site, should it develop to a similar height in the future. It was also noted that a setback of these levels from the western boundary would ensure that the upper-most 'pavilion' presents as a more recessive element within the site.
101. This alteration is not considered necessary by Officers, with these levels already set back from the southern and eastern boundaries and finished in a lightweight opaque material. The 7.43m setback of these levels from the principal façade to the south creates a good degree of separation from the dominant built form below, and allows this element to be clearly defined. Further, the generous setback from the southern boundary would create an appropriate break within the streetscape even if the site to the west is developed to a similar height in the future. Visibility of the upper levels would be limited by this setback, thereby allowing for an appropriate proportional relationship when viewed from street level, and the reduction in height to four-storeys for the solid built form below will further limit visual impacts within the streetscape. This outcome is acceptable.

#### *Architectural quality*

102. Policy at clause 15.01-2S encourages high standards in architecture and urban design, with design guidelines at DDO11 noting that development should be designed to have attractive frontages, be well articulated, and use materials and finishes which complement adjacent development. This overlay also seeks to ensure that *building design responds to the inherent industrial character of the Precinct*.
103. The proposal seeks to retain the existing masonry base of the building and construct a contemporary form above. The industrial-style windows at ground level will be retained and the rendered finish on part of the building will be removed to reveal the original red-brick finish underneath. The retention of the original building will ensure that the industrial history of the site will be maintained, with the contemporary response above providing clear delineation from this original element and a simple, yet sophisticated, treatment that presents as a clearly commercial building.
104. The new built form would incorporate a number of materials, with concrete and terracotta extending along the eastern and western elevations at Levels 1-4, and glazed screens proposed for the north and south facades. Sections of the east elevation would be finished with horizontal terracotta louvres, covering the windows within this wall and preventing downward views. The louvres will provide a degree of articulation within the otherwise solid wall. This design will be replicated on the western wall, however a textured concrete pattern will replace the terracotta louvres, to provide a solid finish on the boundary. The appearance of these walls will be similar when viewed from a distance. It is noted that two different types of louvres are proposed, one with greater spacing between each horizontal band. The materials schedule submitted with the application references TE02 has the thicker louvre, with TE03 on the schedule demonstrating this louvre directly next to the slimmer baguette. For clarity, if a planning permit is issued, a condition can be added to ensure that the two proposed designs are demonstrated separately on an updated schedule.
105. The two upper levels above the southern building would be finished with opaque glazing to the east, north and south, with the western wall at these levels finished in terracotta to provide a solid finish to this boundary.

Council's Urban Design advice noted that the '*main building forms have different finishes to each of the east, south (and north) and west facades – terracotta, glass and concrete respectively. This does not help to give the building a cohesive image. It is recommended that further consideration be given to the presentation of the building in the round*'. However, with regards to this advice, whilst a number of materials are proposed, there are elements provided in both the design and colour of each interface that will reduce these differences.

106. The colour of the terracotta and concrete on the side elevations will be light grey or grey; with the horizontal battens within the eastern wall and the textured concrete in the western wall providing a consistent design response that achieves a similar appearance within each interface.
107. The design of the smaller glazed panels on the north and south façades references the industrial-style awning windows found within industrial buildings in the area, including the ground level windows retained within the original building. In addition, the proposed covered openings within the eastern wall have been located to align vertically with these ground floor windows, further enhancing the connection between existing and proposed design elements within the development.
108. The use of lightweight opaque glazing for the two upper levels reduces the visual prominence of the taller built form, whilst the use of charcoal metal for the internal walkways further references the neighbourhood's industrial past. The overall outcome is considered to achieve a well-designed and responsive building.
109. Further, the angled design of the façade screens will provide contrasting light and shadows which will enhance the articulated pattern of this wall. On this basis, the proposed design is considered to be of a high architectural standard, offering a modern built form that revitalises the street and successfully references the existing character of the surrounding neighbourhood.

#### *Public Realm and pedestrian spaces*

110. The proposal seeks to activate the existing laneway along its eastern interface, by providing two entrances within the eastern wall which would act as primary access to the site for pedestrians and cyclists. This outcome would increase the activity within this laneway substantially, and achieve relevant objectives of the DDO11, which are to *provide a pedestrian friendly environment along all street frontages, to encourage improvements to the public domain and to ensure that new development does not adversely impact on pedestrian, cycling and vehicular accessibility*.
111. Council's local policy at Clause 22.07 also discusses development abutting laneways and relevantly, seeks to provide an environment which has a feeling of safety for users. From a design perspective, the use of the laneway and potential changes to encourage this use are considered to be an improvement in streetscape, public space quality and perceived safety, by seeking to establish a greater connection to the public realm by drawing in pedestrians from both Gipps Street and Singleton Street. However, the application material does not provide adequate information on how extensively the operation of the laneway will change, and how potential safety issues within this space will be appropriately managed, given the anticipated significant increase in pedestrians and cyclists using this thoroughfare.
112. Council Engineers highlighted that the existing asphalt pavement and bluestone central spoon drain along the laneway contains a number of depressions that retain water after a storm event, and result in an uneven surface that is not suitable for pedestrians. Further, it was noted that during construction at the site, the laneway would be prone to damage caused by the passage of vehicles, plant and other equipment, thereby resulting in additional impacts on the existing quality of the road.

On this basis, as the primary access to the development will be along this thoroughfare, Council Engineers recommended the complete reconstruction of the laneway, along with the installation of a painted road pavement treatment to encourage a pedestrian-friendly road environment. These works would include the excavation of the existing bluestone and asphalt overlay, with a new pavement constructed above a repaired sub-base. The new pavement would comprise of asphalt with a bluestone central invert, to match the existing conditions.

113. In addition to these works, given the substantial pedestrian usage of the laneway based on the access points of the building, Council's Civil Engineering Unit and Traffic Engineering Unit recommend the installation of a painted road pavement treatment to encourage a pedestrian-friendly road environment. The proposal seeks to provide painting within the laneway, with graphics around the two entrances in a matching colour, to draw people up the lane to the entry points. While the rationale of painting the lane is appreciated, concerns with this paintwork were raised by Council's Urban Designer, who noted that the *'pale, flat, untextured paintwork is likely to become marked and discoloured, and a highly durable, non-slip coating system would be needed, along with an agreed maintenance regime'*. The potential safety of the paintwork was also a concern raised by Council's Strategic Transport unit, with particular regard to what type of 'anti-skid' material or finishes are to be used.
114. It is considered that the treatment of the laneway should be classified as 'public artwork' given the visibility and future use of the thoroughfare. The designation of any paintwork in the laneway as public art would allow the details of these works to be fully considered by Council, and ensure that the installation, final design/material and ongoing maintenance of the works can be appropriately managed.
115. To ensure these works are undertaken appropriately, Council Engineers have noted that detailed design drawings of all road and drainage infrastructure works associated with this development must be submitted, with a longitudinal section plan of the laneway at 5m intervals to be provided to ensure that access to exiting doorways abutting the laneway is maintained. An appropriate pavement treatment and design outcome for the laneway must also be prepared, for Council's consideration and approval. All of these recommendations can be facilitated via permit conditions, along with the submission of a Public Art Management Plan, should a planning permit be issued. A separate condition requiring the removal of any graffiti from the development walls is also recommended, thereby allowing the public artwork to be the prominent feature within the laneway.
116. To further increase the safety of the laneway, Council's Engineers have specified that additional lighting will be required. This lighting must comply with the minimum lighting level of P4 as per the Australian Standard AS/NZS 1158.3.1:2005 *Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements*. The lighting levels of all existing public lights near the site must be measured and checked against this standard to determine whether new or upgraded public lights are required. Further, the developer must ensure that lighting from any existing or new lights does not spill into the windows of any existing nearby residences. Any light shielding that may be required shall be funded by the Permit Holder. All of these requirements can be facilitated via permit conditions, should one be issued.
117. It is noted that whilst the existing roller door in the northern wall will be retained, this will not be used for vehicle access from Singleton Street. A condition can be added to the permit to ensure that the crossover to this street is removed and replaced with kerb.
118. Based on the above, the development satisfactory complies with all applicable policy and achieves an acceptable design response with respect to its laneway interface. Compliance with Clause 22.07 will be met as the proposal does not obstruct access for other sites accessing the laneway; and refuse would not be stored in the laneway (contained within storage areas on-site).

To further improve the safety of this thoroughfare, a condition can be added to any permit issued confirming that any service cabinet door opening onto the laneway will swing 180-degrees and be latched to the building when opened.

#### *Shadowing*

119. The development would result in overshadowing to the Gipps Street road reserve, however only at 9am would a small section of the southern footpath be in shadow. This shadow would dissipate by 10am, with no shadows affecting the southern footpath for the remainder of the day during the September equinox.  
These shadows will further reduce based on the recommended reduction in height of one level of the development, with this outcome complying with the relevant section of the DDO11, which states that development above 4-storeys should minimise overshadowing of adjoining streets and public spaces.
120. The eastern laneway would be completely in shadow by 1pm as a result of the development. This outcome is acceptable, given the narrow width of the laneway and the fact that the existing building completely overshadows this laneway by 2pm each day. Any scale greater than the existing building would therefore increase the overshadowing to this laneway. A double or triple-storey building would not make efficient use of the land, with higher built form supported by Council as outlined above. On this basis, the extent of shadows is considered acceptable.

#### *Site Coverage*

121. The existing building occupies 100% of the site. The proposed development will reduce this level of coverage slightly, given the removal of built form in the middle of the land and the creation of a void above the central ground floor courtyard. However site coverage will remain high. This outcome is acceptable, given that the existing level of site coverage in the surrounding (and immediate) area is similar, particularly within the C2Z.

#### *Landscape architecture*

122. Landscaping is not a typical feature of commercial land in the Collingwood area; however the proposal seeks to provide a substantial degree of vegetation throughout the development. Garden beds and a mature tree are proposed within the ground level courtyard, with planter beds incorporated into all external terraces. Cable trellis systems will be attached to the internal walkways and bridges, to allow for climbers and cascading plants within the central void. The roof terrace on the northern section of the building will be highly landscaped, with garden beds integrated into the seating and BBQ area, and a number of olive and lemon trees proposed. The level of landscaping proposed is supported, allowing for the 'greening' of a highly urbanised area and providing an attractive and usable environment for future employees. This also accords with guidelines of the DDO11, which notes that landscaping should be considered as a means of providing attractive street frontages.
123. The Landscape Plan prepared by Mala Studio was referred to Council's Landscape Architect, who was supportive of the works, albeit with some minor alterations to the species of plants and further information on planting details. These matters can be addressed via permit conditions, should Council be of the mind to support the application.

#### Environmentally Sustainable Development (ESD)

124. 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. The proposal seeks to deliver a highly sustainable outcome, with a number of ESD commitments outlined with the Sustainable Management Plan (SMP) and incorporated into the design. These include the following;

- (a) Good access to natural light, with substantial glazing provided within the northern and southern facades (and the internal north and south-facing walls);
- (b) Excellent access to ventilation at all levels, with the operable louvres within the north and south facades allowing a degree of ventilation to access each tenancy (a condition can be added to any permit issued specifying that the operability of these windows is clearly shown on the plans);
- (c) The use of energy efficient appliances and lighting;
- (d) The provision of a 30kW photovoltaic array;
- (e) A building users guide including a Green Travel Plan;
- (f) The provision of a 15,000L rainwater tank to capture water for flushing toilets and irrigation, achieving a STORM rating of 107%;
- (g) The provision of 46 employee bicycle spaces and 6 visitor spaces, with end-of-trip facilities, electric bicycle charging facilities and a bicycle repair station;
- (h) The retention and reuse of the existing building structure;
- (i) The use of third-party certified timber and cement substitution;
- (j) A commitment to a high recycling target for demolition / construction waste;
- (k) The use of segregated recycling streams and organic waste provision;
- (l) A good degree of vegetation, resulting in on-site greening with green walls, green roof and deep-root tree planting;
- (m) The provision of communal open space for office employees; and
- (n) No on-site car parking, thereby providing a car-free development.

125. Council's ESD Advisor confirmed that the proposal largely meets Council's Best Practice ESD standards, however a number of additional details were requested to ensure that this outcome would be achieved. These include the following;

- (a) The wording of the SMP amended to remove all 'non-committal' language, with the BESS report to be officially published from the BESS website;
- (b) The location of proposed double-glazing to be shown on the plans;
- (c) Details of the thermal insulation achieved;
- (d) Details of all space heating and cooling system operation and efficiencies;
- (e) Details of HVAC and building systems commissioning and tuning commitment;
- (f) The provision of a stormwater layout plan, which shows the full site with all catchment areas and treatment measures annotated as per that in the modelling report;
- (g) Details of the type of organic waste discussed within the report and where this is stored; and
- (h) Show the location of plants such as condenser units and external hot water systems on the drawings.

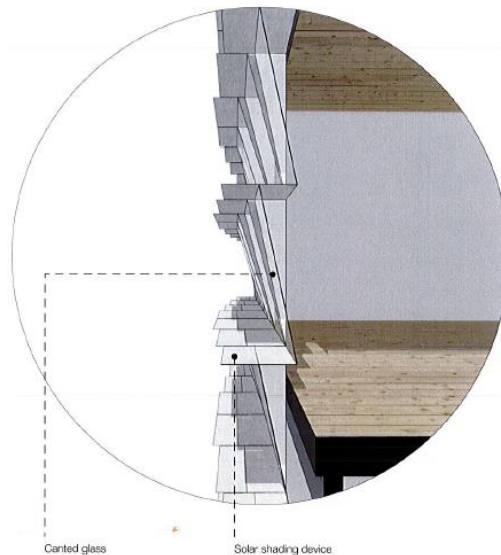
126. Conditions of any permit issued can ensure that these further requirements are provided.

#### Internal Amenity

##### *Daylight and Ventilation*

127. The proposed development is considered to provide an excellent level of amenity and indoor environmental quality. Specifically, this is achieved through good access to daylight and natural ventilation, with large expanses of glazing and operable screening provided at all levels. Solar shading devices are proposed within the northern façade; these have been clearly demonstrated on the Sketch Plans and are shown in Figure 11. This will alleviate solar heat gain to the north-facing screens. All of the screening in both facades will be provided with varying degrees of operability; ensuring that natural ventilation is available to all office tenancies.

128. A condition has required the amended screen design outlined in the Sketch Plans to be incorporated into an updated response if a planning permit is issued.



**Figure 11: Solar shading to northern facade**

### *Circulation Spaces*

129. The main pedestrian entrance from the eastern laneway provides an attractive entrance to the development, with clear access to the lift core and walkways. The circulation spaces afford a good level of amenity to future building occupants.

### *Facilities*

130. Communal facilities are provided at ground level and level 5 of the development. Bicycle parking and end-of-trip facilities are also incorporated into the design. External courtyards and terraces are provided at ground level and levels 1 & 5, with a substantial roof terrace proposed on the northern building. These features will further enhance the amenity of the development.

### Off-site amenity impacts

131. The relevant policy framework for amenity considerations is contained within Clause 22.05 of the Scheme. In this instance the site is surrounded by land within the C2Z, NRZ and MUZ, with existing dwellings located to the east and north. Whilst 'dwelling' use is prohibited within the C2Z, Council records verify that four of the buildings immediately to the east within this zone (Nos. 52-56 Gipps Street & No. 3 Campbell Street) have been used as dwellings for a significant period of time. In addition, the decision guidelines at Clause 22.05-6 specify that Council should 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.*
132. Further to this, guidelines within the DDO11 specify that building design should protect the amenity of existing pockets of residential development, and that consideration should be given to how *the design, height and visual bulk of buildings on the site address potential negative amenity impacts on surrounding development.* Potential off-site amenity impacts will be discussed in turn.

### *Overlooking*

133. With regards to overlooking, the closest residential sites are located to the north and east. The southern boundary of the site to the north (No. 2 Dight Street) is set back 8.2m from the new façade at levels 1-4, with the south-facing windows within this dwelling set back a further 1m from this boundary. This increases the separation between the sensitive interfaces to 9.2m.
- Whilst Clause 55 does not apply to this application; it provides a guideline for distances that are considered acceptable in limiting unreasonable overlooking (9m). Using this policy as a parameter, it is considered that this degree of separation will limit overlooking to this property to a reasonable extent. It is also however highlighted that the site is at the interface of the C2Z and must therefore temper amenity expectations accordingly.
134. The issue of impacts to residential properties at the interface of commercial zones has been discussed many times at VCAT; one such decision (Calodoukas v Moreland CC [2012] VCAT 180) made the following comments:
- [13] I accept the well-established view that interface properties, on whichever side of a zone boundary, have different opportunities and constraints than sites well removed from zone boundaries. Owners of residential properties next to a business or industrial zone cannot realistically expect the same level of residential amenity as someone residing in the middle of a purely residential area. Similarly, owners of commercial or industrial sites abutting residential properties cannot expect the same opportunities as owners of sites well removed from residential areas. This is explicitly recognised in planning policy as evidenced by the many references to commercial development maintaining and enhancing residential amenity and interfaces.
135. With regards to the dwellings within the C2Z to the east; the proposed windows within the east-facing wall of the development have been screened through the use of horizontal terracotta battens. The design of these battens ensure that downward views to the eastern sites are appropriately limited. It is acknowledged that some views may be available from the central walkways and stairs between the two buildings. However, this space is designed to be a thoroughfare between the offices, with employees traversing this space in an intermittent fashion. This outcome is considered acceptable.

### *Shadows*

136. The most sensitive interface with regards to overshadowing is to the east, with three areas of SPOS associated with the dwellings addressing Gipps Street, and a small area of SPOS associated with the dwelling at No. 3 Campbell Street. As noted earlier, it appears that the three dwellings addressing Gipps Street have appropriated a former laneway to the north, thereby extending their areas of SPOS into this space. However, as this land does not appear to have been formally acquired, then technically this laneway is still Council land. For the purpose of this discussion, the original and official areas of land will be assessed as the area of SPOS available to each dwelling.
137. The shadow plans indicate that no part of these areas of SPOS will be in shadow throughout the morning and midday hours. The development will result in a very minor section of additional overshadowing within the SPOS of No. 52 Gipps Street and No. 3 Campbell Street at 1pm, with these shadows increasing at 2pm and 3pm. No. 54 Gipps Street will be affected by additional shadows from 3pm onwards.
138. As noted, all of these dwellings are located within the C2Z. Irrespective of this, the proposed development does not affect any areas of SPOS until 1pm, with the additional shadows at this time very minor. In addition, the plans indicate that the areas of SPOS associated with the Gipps Street dwellings receive no overshadowing from the northern building between 9am to 2pm on the September equinox. This allows for a good degree of sunlight within each area and ensures that a reasonable level of amenity to each SPOS will be maintained.

139. The SPOS of the Campbell Street dwelling is already completely in shadow from 9am until 11am, due to existing commercial buildings further to the north along Campbell Street. A large extent of shadow continues to affect this space between 11am and 3pm. The additional overshadowing as a result of this development is not substantial and is not considered to unreasonably impact the existing amenity of this area, based on the current conditions within this space.

*Visual bulk*

140. The development will be clearly visible from the residential sites to the east and north; however the reduction in the main built form by one level will reduce these visual impacts to what is considered a reasonable degree, given the site context. In addition, the central break provided between the built forms further limits the visual intrusion that would result if the development extended along the full length of the site. The proposed extent of visibility is an acceptable and anticipated outcome for future built form within the C2Z, with the zoning of the area envisaging that more robust developments will occur.

*Noise*

141. The use of the land for offices does not require a planning permit within the C2Z, however it is considered unlikely that the proposal would result in unacceptable noise emissions to the nearby residential properties. Whilst the shared nature of the laneway will increase pedestrian activity within this space, this activity is not considered to be out of character with the C2Z. The use also ensures that deliveries to the site will be kept to a minimum. The majority of the office space is enclosed and the use conducted indoors (with the exception of the outdoor terraces). The proposed use is not considered to result in unreasonable air emissions, with light spill from the upper level offices limited due to the uses primarily operating during the day.
142. Looking specifically at the noise sources, services/plant equipment are located on the roof and appropriately screened by the building parapet. A condition will require noise and emissions from plant equipment to comply at all times with the *State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N1)* if a planning permit is issued.

*Wind*

143. A Wind Assessment was not undertaken as part of the proposal. This is considered acceptable with regards to the central internal courtyard, as this area would be relatively sheltered from prevailing northern winds. This would ensure that this circulation area will be acceptable for sitting, standing and walking throughout the year. In addition, the degree of vegetation proposed within the roof terrace will provide a good degree of shelter from wind within this space.
144. However, given the primary access points proposed from the side laneway, more intensive pedestrian use of this thoroughfare is anticipated. The development would result in a four-storey wall along the western edge of the laneway; a height that is substantially greater than prevailing built form surrounding this space. The additional height of this wall may result in increased wind activity within the laneway, and may cause uncomfortable conditions for pedestrians and cyclists. To ensure that conditions within the laneway are suitable for more frequent use, it is considered reasonable to require the preparation of a wind assessment. This assessment should predict future impacts the development may have on the wind conditions in this laneway, and recommend any wind control measures or design changes to alleviate any unreasonable impacts. If a planning permit is issued, this can be required via a permit condition.

*Equitable development*



145. To ensure the 'fair, orderly, economic and sustainable development of land' in accordance with the objective of the Act, matters of equitable development should be considered. In this instance, the site is separated from land to the south, north and east, with the only direct abuttal being the property to the west. In this respect, the proposed development abuts this boundary for its entire height. This design outcome will ensure that the site to the west is not constrained in its development potential given whatever is built will be against boundary walls.
146. Whilst this may result in no separation between buildings if the neighbouring site is developed, it is acknowledged that the subject site is very narrow, making side setbacks difficult to incorporate into any future development on the land. The generous break in built form within the middle of the site is considered to be a reasonable alternative with regards to reducing visual impacts from the proposed built form.
147. Given the context of the site, it is considered that future equitable development opportunities are available.

#### Car parking and bicycle provision

148. Under clause 52.06 of the Scheme, the applicant is seeking a parking reduction of 69 car parking spaces, with no on-site car parking spaces proposed. To support a full reduction in the statutory rate, a car parking demand assessment was undertaken by Ratio Consulting, with parking availability in the neighbourhood also reviewed. These results are captured in the assessment below.

#### *Parking Availability*

149. On-street parking occupancy surveys of the surrounding area were undertaken on Friday 19 October 2018 from 8:00am to 6:00pm. The survey area included Down Street, Dight Street, Sturt Street, Singleton Street, McCutcheon Way, and sections of Campbell Street, Cromwell Street, Wellington Street, Rokeby Street, Rupert Street, and Gipps Street. The time and extent of the survey were confirmed to be appropriate by Council's Engineers.
150. Within this area, an inventory of between 241 and 313 publicly available parking spaces were identified. The survey demonstrated that the availability of on-street parking in the vicinity of the site that could potentially be utilised by future employees is highly constrained, given that the majority of on-street parking is time-restricted throughout the day.
151. There is a portion of on-street parking supply (69 spaces of the total 241 spaces - 29%) to the east of the subject site which is currently unrestricted. The parking surveys demonstrated that these particular parking spaces are subject to very high occupancy levels, reaching 88% occupied by 10:00am and 100% occupied by midday.
152. The results of the survey indicated that overall, the demand for parking was very high during the standard business hours of 9am – 5pm, with parking occupancies ranging between 70% and 97%. The peak parking occupancy of 97% (or 8 available spaces) out of all available spaces occurred at midday. This rate declined over the course of the afternoon to a low of 38% at 6.00pm.
153. Council's Traffic Engineers confirmed that the availability of short to medium-stay parking would provide regular turnover throughout the day, thereby allowing visitors to park near the site. Surrounding residential car parking is typically protected through the use of on-street permit parking. The limited availability of long-term on-street parking would discourage employees from driving to work, and encourage them to travel by alternative forms of transport. The availability of alternative transport methods will be discussed in turn.

### Parking Demand

154. In support of the lack of car parking on-site, examples of existing offices within the City of Yarra with no on-site car parking were provided by Council Engineers and Ratio Consultants. Details of these offices are provided as follows;

Address	Office floor area	Reduced statutory rate
187-195 Langridge Street, Abbotsford	470sqm	16 spaces
41-43 Stewart Street, Richmond	Approx. 2,000sqm	60 spaces
113-115 Bridge Road, Richmond	851qm	29 spaces
86 Smith Street, Collingwood	96sqm	3 spaces
19 David Street, Richmond	175sqm	6 spaces

155. It is considered that the limited scale of the ground floor café is unlikely to generate any parking demand in its own right.
156. 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 Tribunal 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.
157. There is further support for changes to private motor vehicle reliance demonstrated in a recent Red Dot VCAT decision (*Ronge v Moreland CC* [2017] VCAT 550), which expanded on policy behind this approach. Member Bennett 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 in an inner-city suburb within proximity to train stations and tram routes. Relevant statements within the summary of this decision are applicable to this application, as follows;
- (a) State and local planning policies are already acknowledging the change that is required in the way in which people travel with Plan Melbourne 2017-2050 and State policies referring to 20-minute neighbourhoods and greater reliance on walking and cycling.

- (b) Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.
- (c) 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.
- (d) 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.
- (e) Policy tells us the future must be different.
- (f) 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.
- (g) 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.

158. Following on from this, within the Tribunal decision (*Grocon (Northumberland St) Developer Pty Ltd v Yarra CC* [\[2017\] VCAT 753](#)) regarding an office development at No. 2 – 16 Northumberland Street, Collingwood, the Tribunal supported a significantly reduced office car parking rate (405 spaces reduction) and made the following commentary:

[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.

159. It is noted that this decision relates to a site which is approximately 100m to the south of the subject site, with the extent of reduction being sought (405 spaces) significantly larger than the 69 space reduction being sought as part of this application.

160. No provision for on-site car parking would encourage a modal shift from private vehicle use to more sustainable travel. This accords with the Gipps Street Local Area Plan, which aims to reduce the proportion of trips into and out of the precinct by car.

161. Further, the reduction being sought by the proposal is supported by the following:

- (a) The site has good access to a wide range of retail, dining and commercial services within the Smith Street commercial precinct (430m to the west), which in turn will reduce the dependence on private vehicle use by future employees;

- (b) The site is within walking distance of tram services operating along Smith Street and Victoria Parade, and bus services can be accessed from Hoddle Street and Johnston Street. Train services are available from Collingwood Railway Station (450m to the east);
- (c) The proposal includes secure bicycle parking spaces in excess of rates specified within the Scheme, with end-of-trip facilities incorporated into the design. Future employees would be able to take advantage of the nearby bicycle infrastructure, with on-road and informal bicycle lanes surrounding the site;
- (d) Employee 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 welcome sustainable option in lieu of on-site car parking and consistent with Clauses 18.02-1S and 21.06-1 of the Scheme;
- (e) The office use is particularly conducive to encouraging those with a car to not drive, given trips are made in peak public transport availability periods, trips are planned in advance and the lack of on-site and off-site parking availability is known in advance. These factors support employees to use other modes of transport;
- (f) 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;
- (g) The food and drinks premises (café) would rely heavily 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. Further, it is typical of small inner-city cafes to not provide car parking spaces for patrons;
- (h) 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;
- (i) The site has very good accessibility to public transport and connectivity to the on-road bicycle network, with Wellington Street 100m to the west providing a major bicycle thoroughfare. The site is also in proximity to on-street car share pods. A GoGet car share pod is available in Langridge Street, approximately 600 metres south-east of the site.

162. The provision of no on-site parking for the office use is considered appropriate, having regard to the site's accessibility to public transport services and its proximity to the Melbourne CBD. Based on the above, Council Engineers raised no objection to the proposed reduction in the car parking requirement.

163. With regards to the proposed development of the site, a number of conditions were outlined by Council Engineers. These include matters relating to the re-sheeting of the footpath directly adjacent to the development, suitable protection measures and reinstatement of any damage to the surrounding road network, and the incorporation of appropriate lighting along the laneway (which has been discussed earlier within this report). All of these issues can be required by way of conditions or notes, should a permit be granted.

#### *Bicycle parking and facilities*

164. The proposal provides a total of 52 bicycle parking spaces (46 employee & 6 visitor), with generous end-of-trip facilities, electric charging points and a bicycle repair station. These features are considered necessary given the full reduction in on-site car parking spaces being sought.

165. Council's Strategic Transport Officer confirmed that the number of bicycle spaces exceeds both the statutory rate outlined in Clause 52.34 (which requires 8 employee spaces and 2 visitor spaces) and the rate outlined in Category 6 of the Built Environment Sustainability Scorecard (BESS), which recommends 24 employee spaces and 5 visitor spaces.

This also ensures that Council's Best Practice Rate of 24 employee spaces and 4 visitor spaces is exceeded. The number of bicycle parking spaces proposed is therefore supported.

166. The design and layout of the visitor spaces are considered acceptable, with all six provided as horizontal at-grade spaces, in a location easily accessible to visitors of the site. The Strategic Transport comments confirmed that these spaces meet the standards set out in AS890.3.
167. Whilst the number of employee spaces is supported, alterations to the layout of these spaces were recommended within these referral comments, as follows;
- (a) The layout of the bike storage room should be amended to show a minimum clearance of 2.8m between the two tier bike parking and wall racks (with a 1.2m high bicycle stored on the wall rack);
  - (b) The electric bike charging points should be relocated from the wall racks to a horizontal parking spaces; and
  - (c) The layout of the bike storage room should be amended to replace a section of the two tier bike racks to accommodate 2 flat horizontal spaces dedicated for electric bike charging.
168. These modifications to the internal design of the bicycle storage room can be facilitated via conditions, if a planning permit is issued.

#### *Green Travel Plan*

169. A Green Travel Plan was submitted. This document was referred to Council's Strategic Transport Officer, who requested that it be updated to include the following information::
- (a) sustainable transport goals should be linked to measurable targets, performance indicators and monitoring timeframes;
  - (b) details of GTP funding and management responsibilities;
  - (c) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
  - (d) security arrangements to access the employee bicycle storage spaces;
  - (e) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
  - (f) Reference to the E-bike charging facilities; and
  - (g) Provisions for the Green Travel Plan to be updated not less than every 5 years.
170. These modifications to the GTP can be facilitated via conditions, if a planning permit is issued.

#### Waste Management

171. An initial Waste Management Plan (WMP) was submitted by the Applicant and reviewed by Council's City Works Unit, who requested the following additional information/changes;
- (a) Provide swept path diagrams to ensure waste vehicles can access and egress the designated collection point.
  - (b) Waste collection to be brought back to one collection a week.
172. An amended WMP (prepared by Leigh Design and dated 07/02/2019) addressed the initial comments, and noted that all waste would be stored within the development (hidden from external view), and collected from the eastern laneway. A private contractor would be used, with the contractor responsible for transferring all bins between the waste room and the truck.
173. In addition, a communal composting facility (or worm farm) would be located on the Rooftop Deck (Level 5), with office employees encouraged to put suitable compostable waste (vegetables, fruits, coffee grinds, etc) in this system.

174. The details outlined in the amended WMP were considered to be appropriate from a City Works Branch's perspective.

Objector Concerns

175. Excessive height;

- (a) The height of the development has been discussed in detail within paragraphs 81 – 101 of this report.

176. Reduction in car parking;

- (a) The reduction in the statutory car parking rate has been discussed within paragraphs 148 – 163 of this report.

177. Potential off site amenity impacts (overshadowing, overlooking, loss of daylight, noise, rubbish collection);

- (a) These issues have been discussed in paragraphs 131 – 147, with waste collection discussed in paragraphs 171 – 174 of this report.

178. Impacts during construction, obstruction of laneway.

- (a) While impacts during the construction phase are not able to be directly addressed through the requirements of the Planning Scheme, a condition of permit for a Construction Management Plan would be included to assist with minimising disruption to the area.

**Conclusion**

179. The proposal, subject to the conditions recommended throughout this report, is considered to achieve an acceptable planning outcome that demonstrates clear compliance with the relevant council policies, and approval of the development is recommended.

**RECOMMENDATION**

That having considered all objections and relevant planning documents, the Committee resolves to issue a Notice of Decision to Grant a Permit (PLN18/0902) for development of the site for the construction of a multi-storey building and a reduction in the car parking requirement at 48-50 Gipps Street, Collingwood subject to the following conditions:

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the decision plans, prepared by SJB Architects and received by Council on 22 January 2019, numbered SD02\_01 – SD02\_08 (inclusive), SD05\_01 – SD05\_04 (inclusive) and SD06\_01 & SD06\_02, but modified to show;
  - (a) The deletion of Level 4 within the northern and southern sections of the development;
  - (b) The amended design of the individual glazed solar screens to the north and south façades as demonstrated in the Sketch Plans submitted to Council on 26 March 2019;

- (c) The western boundary wall at levels 5 & 6 to be a terracotta finish;
  - (d) An updated materials schedule to show the two types of louvre designs separately (TE02 & TE03);
  - (e) The location of where the organic waste will be stored;
  - (f) The operability of windows;
  - (g) The location of condenser units and external hot water systems;
  - (h) A notation confirming that all service cabinet doors must swing 180-degrees and be latched to the building when opened;
  - (i) The layout of the bike storage room to show a minimum clearance of 2.8m between the two tier bike parking and wall racks (with a 1.2m high bicycle stored on the wall rack);
  - (j) The electric bike charging points to be relocated from the wall racks to horizontal parking spaces;
  - (k) Any changes to the plans as a result of the amended Sustainable Management Plan required at Condition 3;
  - (l) Any changes to the plans as a result of the amended Landscape Plan required at Condition 5;
  - (m) Any changes to the plans as a result of the amended Green Travel Plan required at Condition 7;
  - (n) Any changes to the plans as a result of the Wind Assessment required at Condition 11;
  - (o) Any changes to the plans as a result of the Lighting Plan required at Condition 13; and
  - (p) Any changes to the plans as a result of the Infrastructure Design Plan required at Condition 15.
2. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

### **Sustainable Management Plan**

3. Before the development commences, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Hip V. Hype and dated November 2018, but modified to include or show:
- (a) The removal of all 'non-committal' language;
  - (b) The BESS report to be officially published from the BESS website;
  - (c) The location of proposed double-glazing to be shown on the plans;
  - (d) Details of the thermal insulation achieved;
  - (e) Details of all space heating and cooling system operation and efficiencies;
  - (f) Details of HVAC and building systems commissioning and tuning commitment; and
  - (g) The provision of a stormwater layout plan, which shows the full site with all catchment areas and treatment measures annotated as per that in the modelling report.

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

### **Landscape Plan**

5. Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Mala Studio and dated 7 December 2018, but modified to include:
  - (a) The Plant Schedule updated to replace the following plants with non-weed species;
    - (i) Ficus carica
    - (ii) Humulus lupulus
    - (iii) Marrubium vulgare
    - (iv) Passiflora caerulea
    - (v) Vinca major
  - (b) A plan showing exact locations and numbers of the proposed plants;
  - (c) Further details of the raised garden beds and roof top garden; and
  - (d) The incorporation of 'tree anchors' to support proposed trees on the elevated levels.
6. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:
  - (a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;
  - (b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and
  - (c) replacing any dead, diseased, dying or damaged plants, to the satisfaction of the Responsible Authority.

### **Green Travel Plan**

7. Before the development commences, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Hip V. Hype and dated November 2018, but modified to include or show:
  - (a) sustainable transport goals should be linked to measurable targets, performance indicators and monitoring timeframes;
  - (b) details of GTP funding and management responsibilities;
  - (c) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
  - (d) security arrangements to access the employee bicycle storage spaces;
  - (e) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
  - (f) reference to the E-bike charging facilities; and
  - (g) provisions for the Green Travel Plan to be updated not less than every 5 years.
8. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

### **Waste Management Plan**



9. The provisions, recommendations and requirements of the endorsed Waste Management Plan (prepared by Leigh Design and dated 07/02/2019) must be implemented and complied with to the satisfaction of the Responsible Authority.
10. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

### **Wind Assessment**

11. 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. The Wind Assessment Report must identify the proposed wind conditions within the eastern boundary laneway and ensure that these conditions meet the relevant walking criterion. If this criterion is not met, the report must make recommendations to meet the criterion.
12. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

### **Lighting**

13. Before the development commences, a Lighting Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Lighting Plan must address lighting along the eastern boundary laneway and the entrances to the approved building. When approved, the Lighting Plan will be endorsed and will form part of this permit. The Lighting Plan must include;
  - (a) New lighting along this laneway to comply with the minimum lighting level of P4 as per the Australian Standard AS/NZS 1158.3.1:2005 *Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements*;
  - (b) The lighting levels of all existing public lights near the site must be measured and checked against this standard to determine whether new or upgraded public lights are required;
  - (c) Consultation with affected property owners to be undertaken by the permit holder with respect to the location of any new pole/s and light/s (if required);
  - (d) Light spillage into the windows of existing and proposed residences must be avoided or minimised and must comply with the requirements of Australian Standard AS 4282 - 1997 *Control of the obtrusive effects of outdoor lighting*; and
  - (e) The locations of any new light poles must not obstruct vehicular access into private property.
14. The provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority

### **Infrastructure**

15. Before the development commences, a detailed Infrastructure Design Plan of all road and drainage works along the eastern boundary laneway must be submitted to and approved by the Responsible Authority. The Infrastructure Design Plan must be prepared by a qualified Civil Engineer and must address the reconstruction of the laneway. When approved, the Infrastructure Design Plan will be endorsed and will form part of this permit. The Infrastructure Design Plan must include;
  - (a) A longitudinal section plan of the laneway to show grade of the existing and proposed inverts and building lines, including floor levels at doorways and vehicle entry;

- (b) A cross-section plan at 5m intervals from building line to building line showing existing and proposed levels and pavement cross-falls;
  - (c) Plan view showing pavement types, chainages, fitting/fixtures, reference to relevant Council Standards, extent of works, etc.;
  - (d) The excavation of the existing bluestone and asphalt overlay;
  - (e) The preparation of a new sub-base;
  - (f) The installation of a new laneway pavement comprised of asphalt with a bluestone central invert; and
  - (g) The installation of a painted road pavement treatment;
  - (h) Details of the proposed painting treatment, including:
    - (i) Location;
    - (ii) Materials;
    - (iii) Colours; and
    - (iv) Dimensions.
16. The provisions, recommendations and requirements of the endorsed Infrastructure Design Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.
17. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the works approved under the endorsed Infrastructure Design Plan must be completed at no cost to Council and to the satisfaction of the Responsible Authority.
18. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the redundant vehicular crossing on Singleton Street must be demolished and re-instated as standard footpath and kerb and channel:
  - (a) at the permit holder's cost; and
  - (b) to the satisfaction of the Responsible Authority.
19. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the footpath along the Gipps Street frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40, unless otherwise specified by Council.
20. 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.

### **Laneway painting**

21. Before the building is occupied, a monetary contribution to the value of \$20,000 must be paid by the permit holder to the Responsible Authority for the purpose of on-going maintenance of the laneway painting as required by Condition 15.

### **General**

22. Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.
23. 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.
24. 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.

25. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
26. 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.
27. All redundant property drains are to be removed and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.
28. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.
29. 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).
30. The use and development must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).

### **Construction Management Plan**

31. 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.

32. 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.

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

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

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

35. This permit will expire if:

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

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

Notes:

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

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

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

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

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

These premises will be required to comply with the Food Act 1984. The use must not commence until registration, or other approval, has been granted by Council's Health Protection Unit.

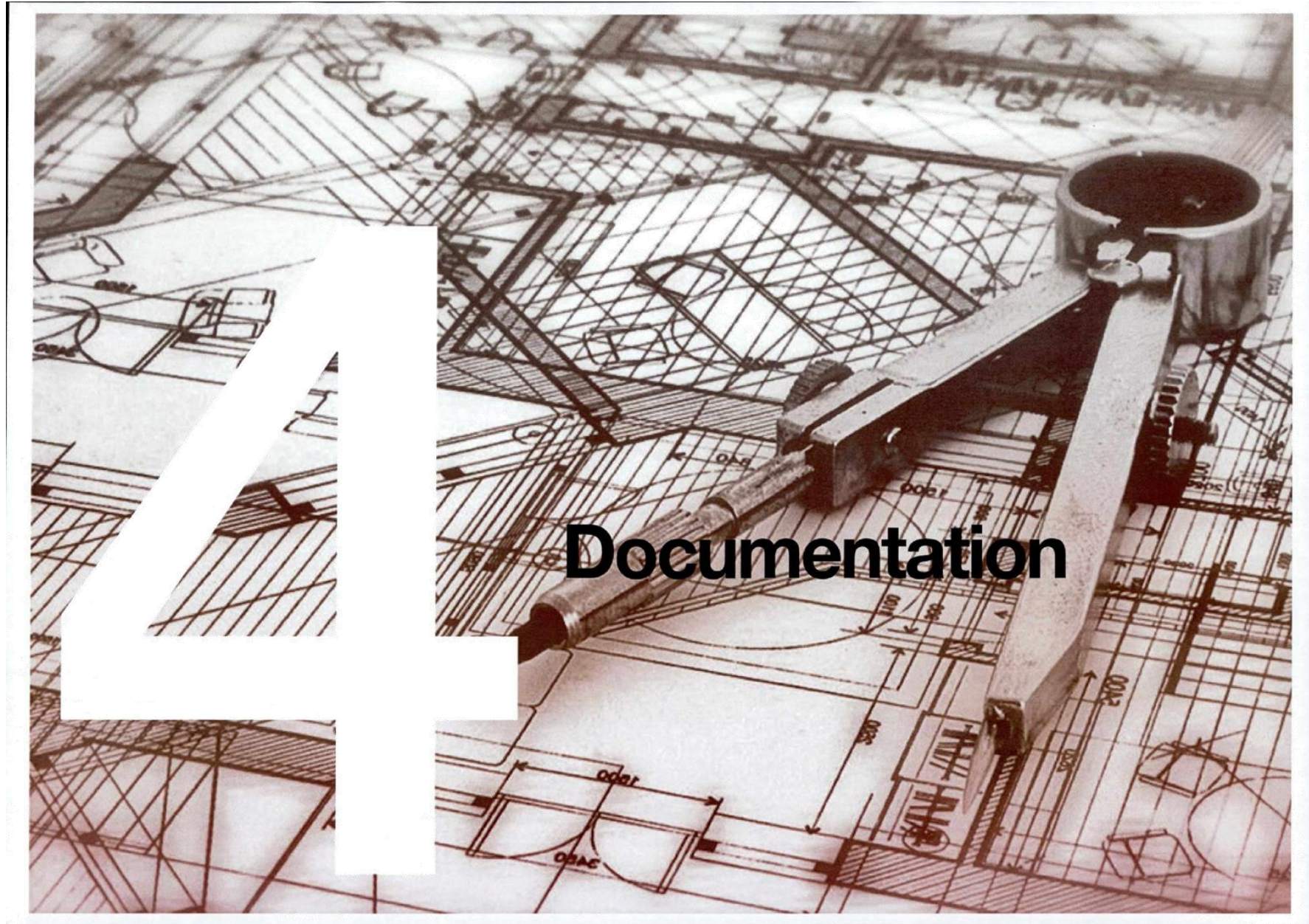
**CONTACT OFFICER:**     **Lara Fiscalini**  
**TITLE:**                    **Senior Statutory Planner**  
**TEL:**                      **9205 5372**

**Attachments**

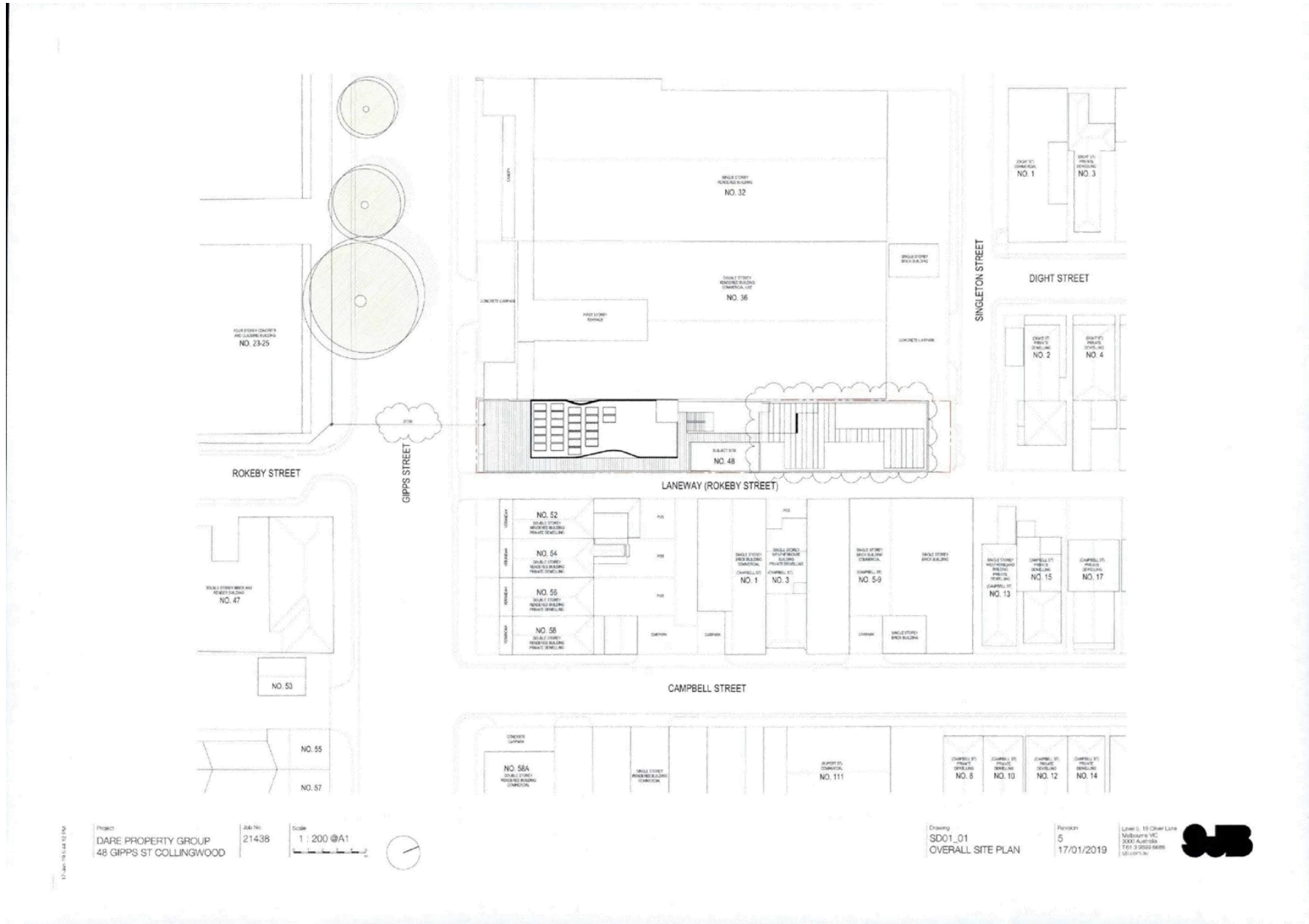
- 1**   PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 1
- 2**   PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 2
- 3**   PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments for shared Zone type treatment
- 4**   PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans
- 5**   PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments
- 6**   PLN18/0902 - 48-50 Gipps St Collingwood - Strategic Transport comments
- 7**   PLN18/0902 - 48-50 Gipps St Collingwood - Final Urban Design Advice
- 8**   PLN18/0902 - 48-50 Gipps Street, Collingwood - WMP comments
- 9**   PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments



**Attachment 1 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 1**

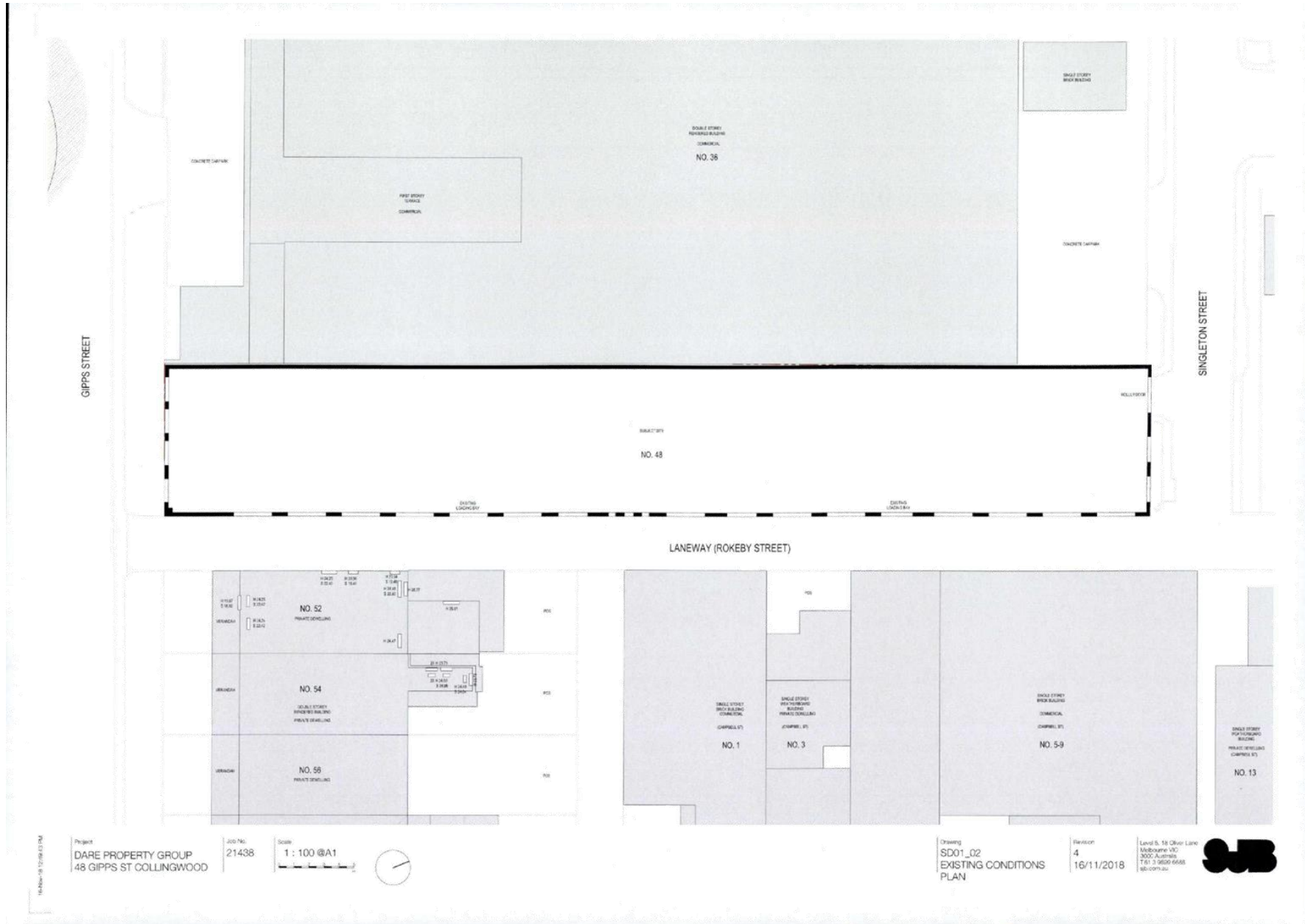


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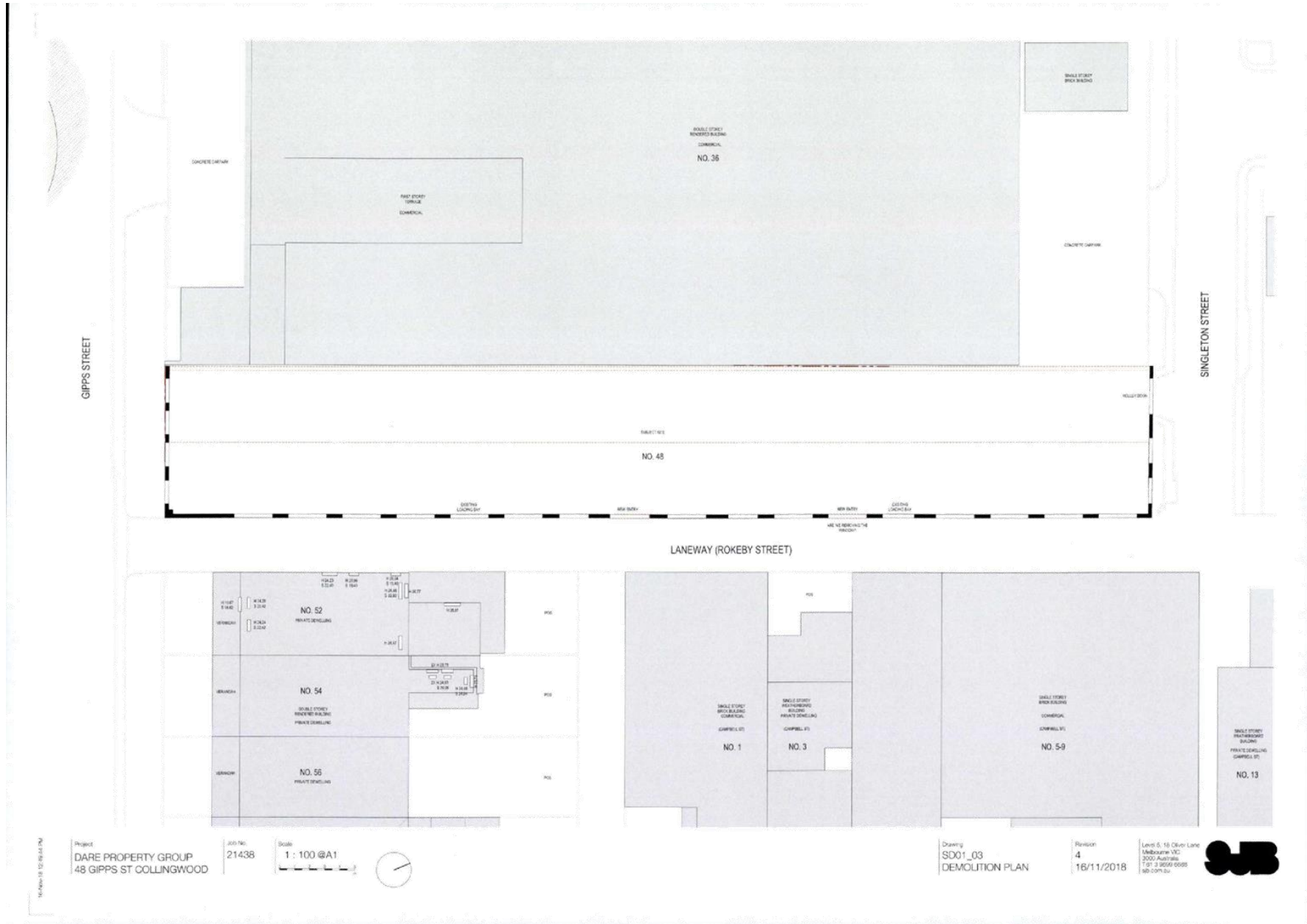


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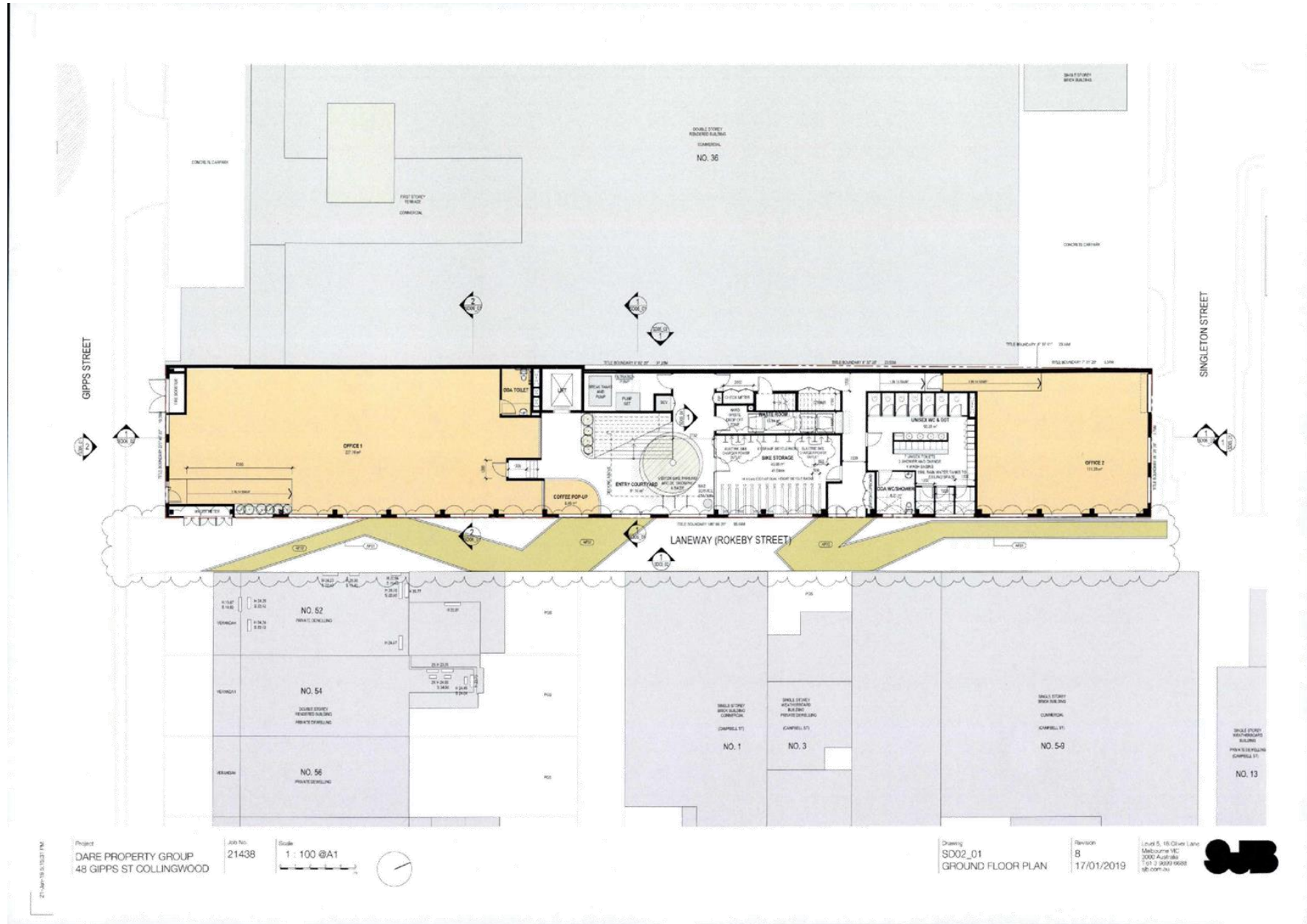




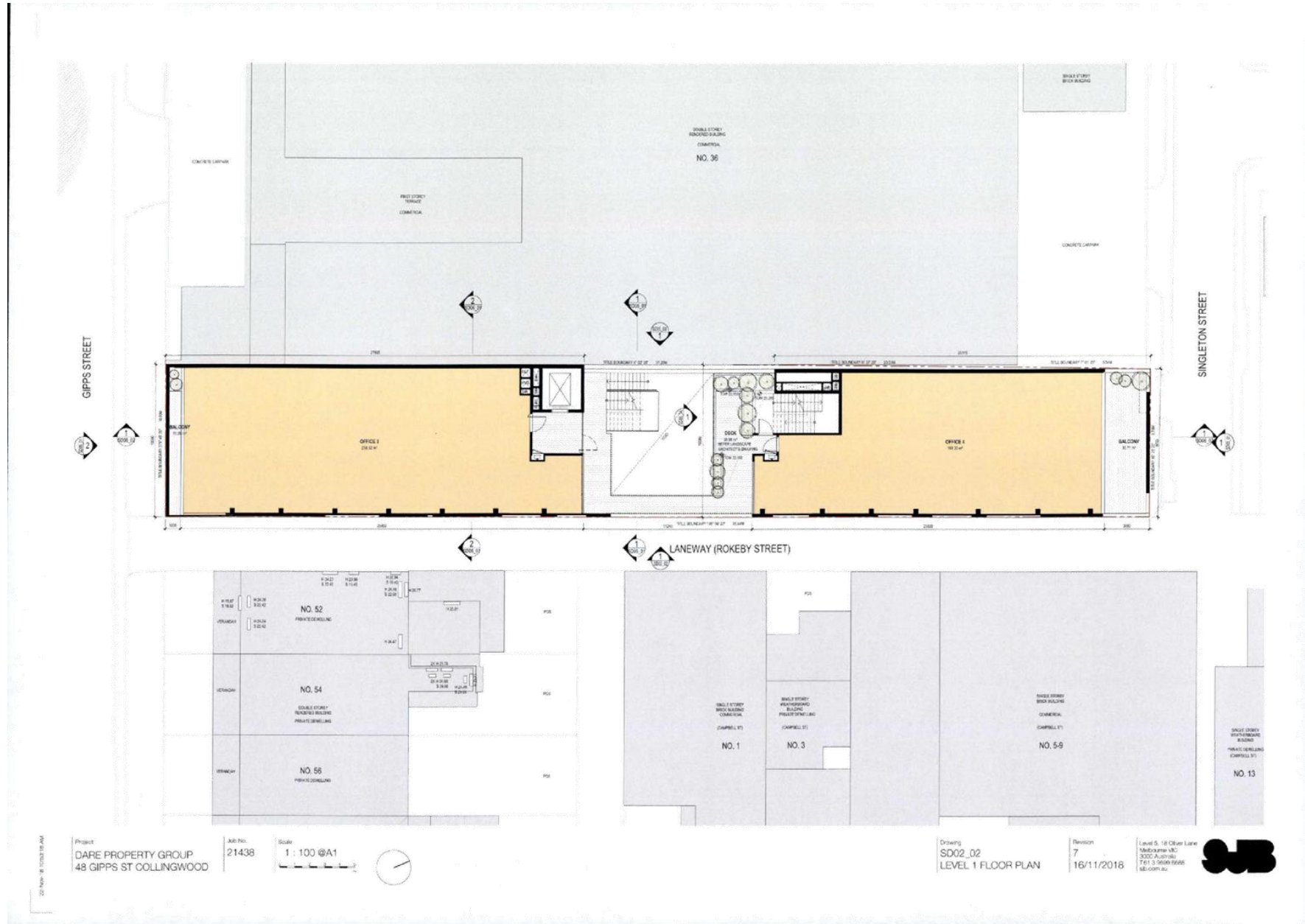
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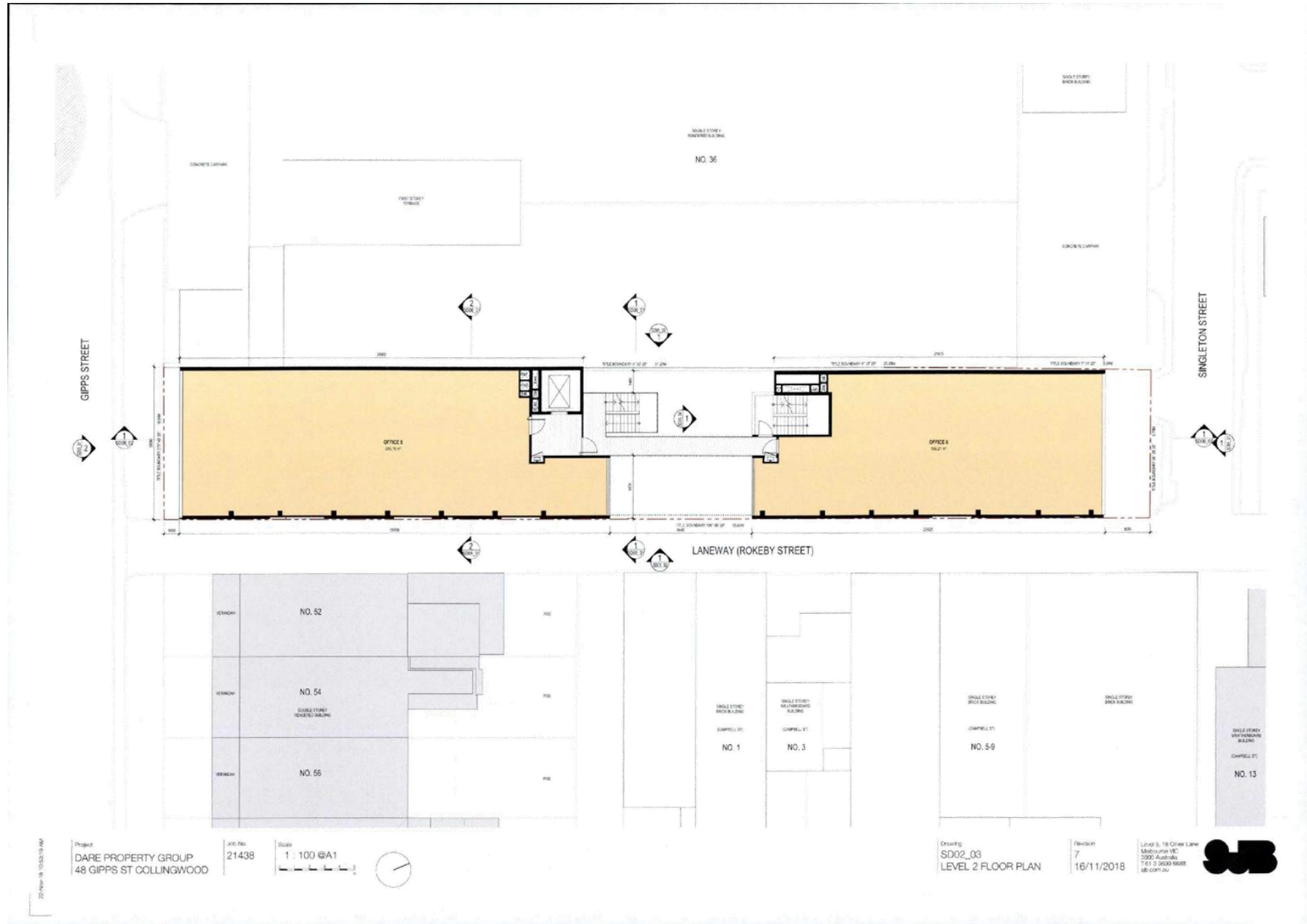


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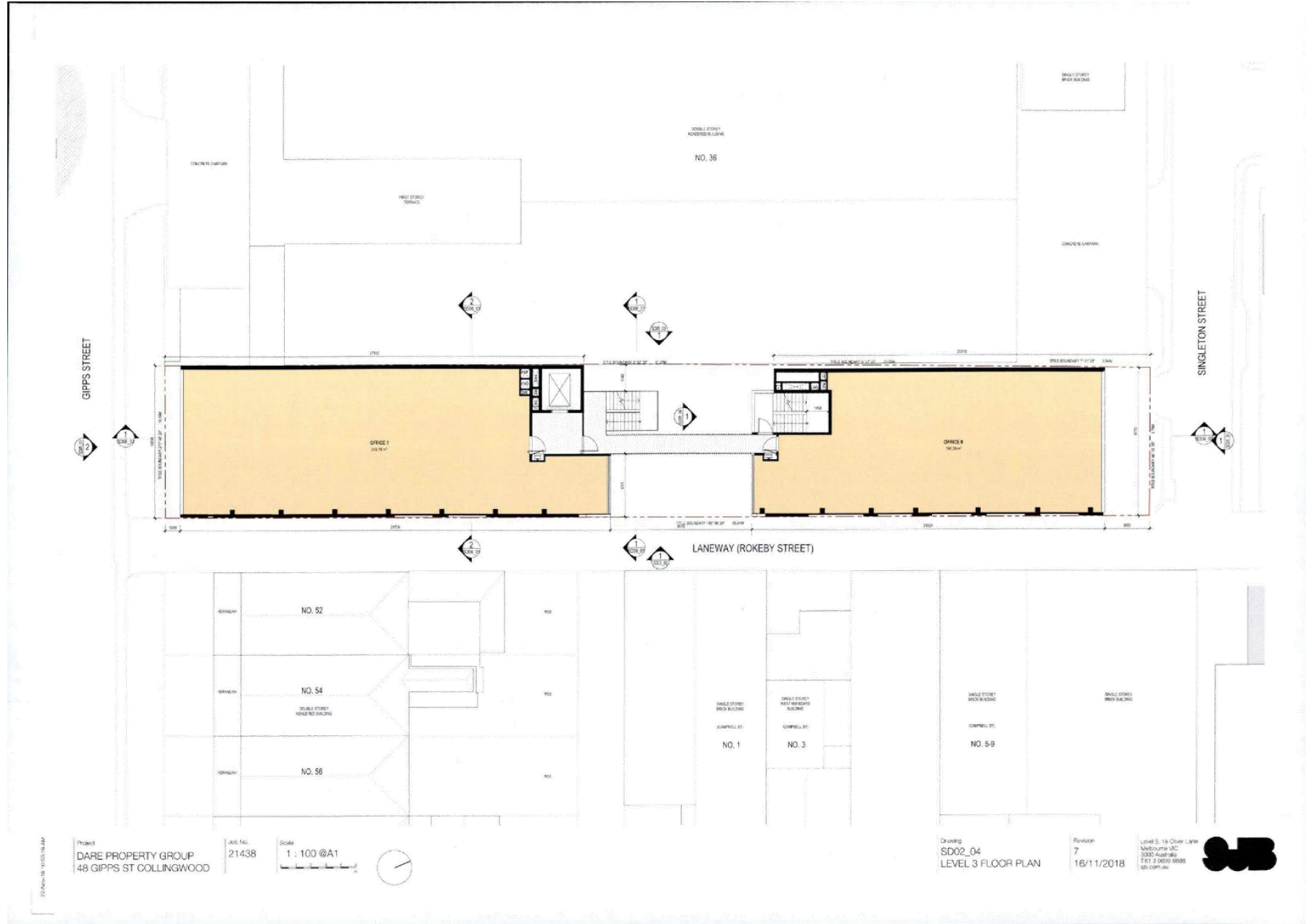




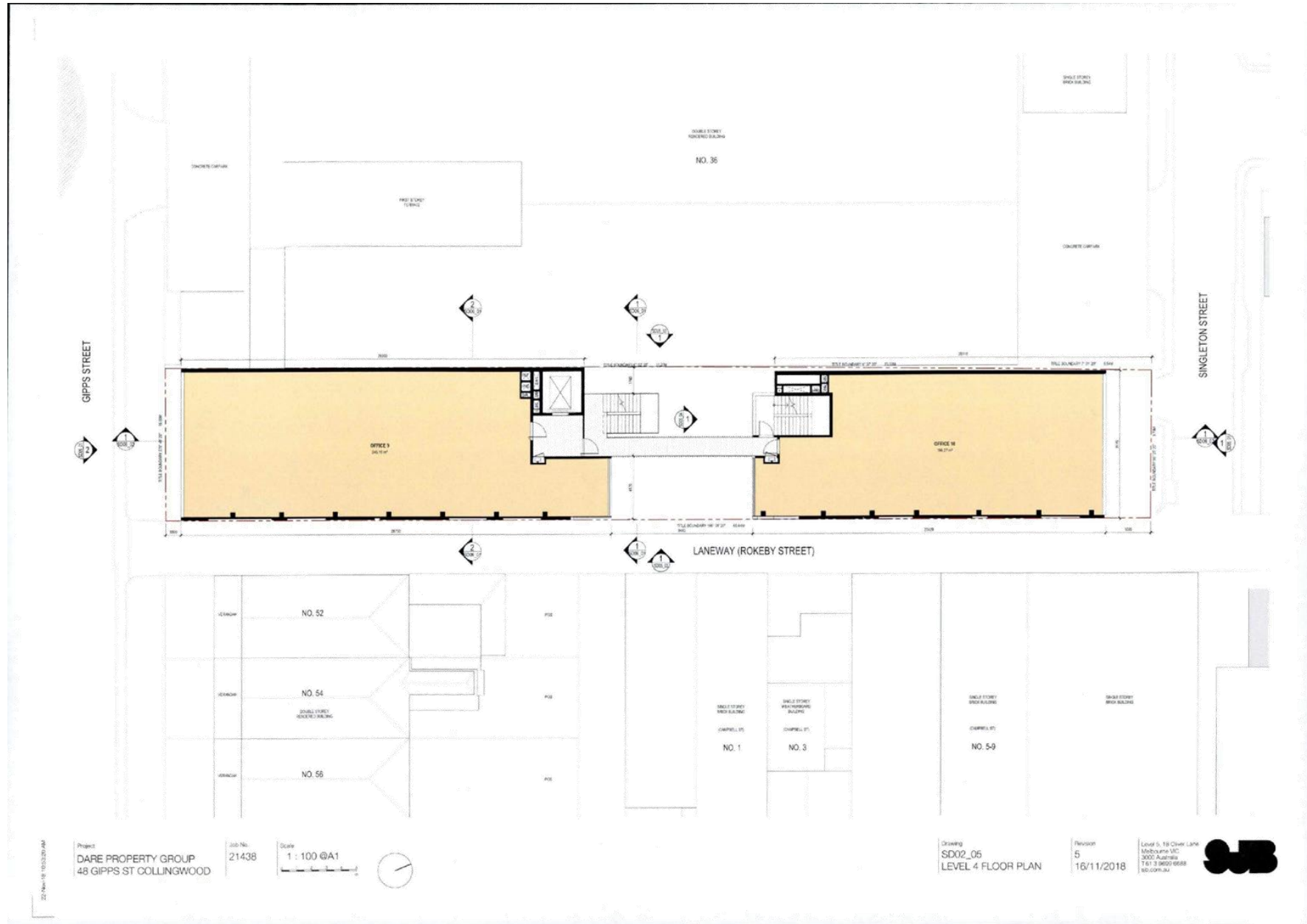
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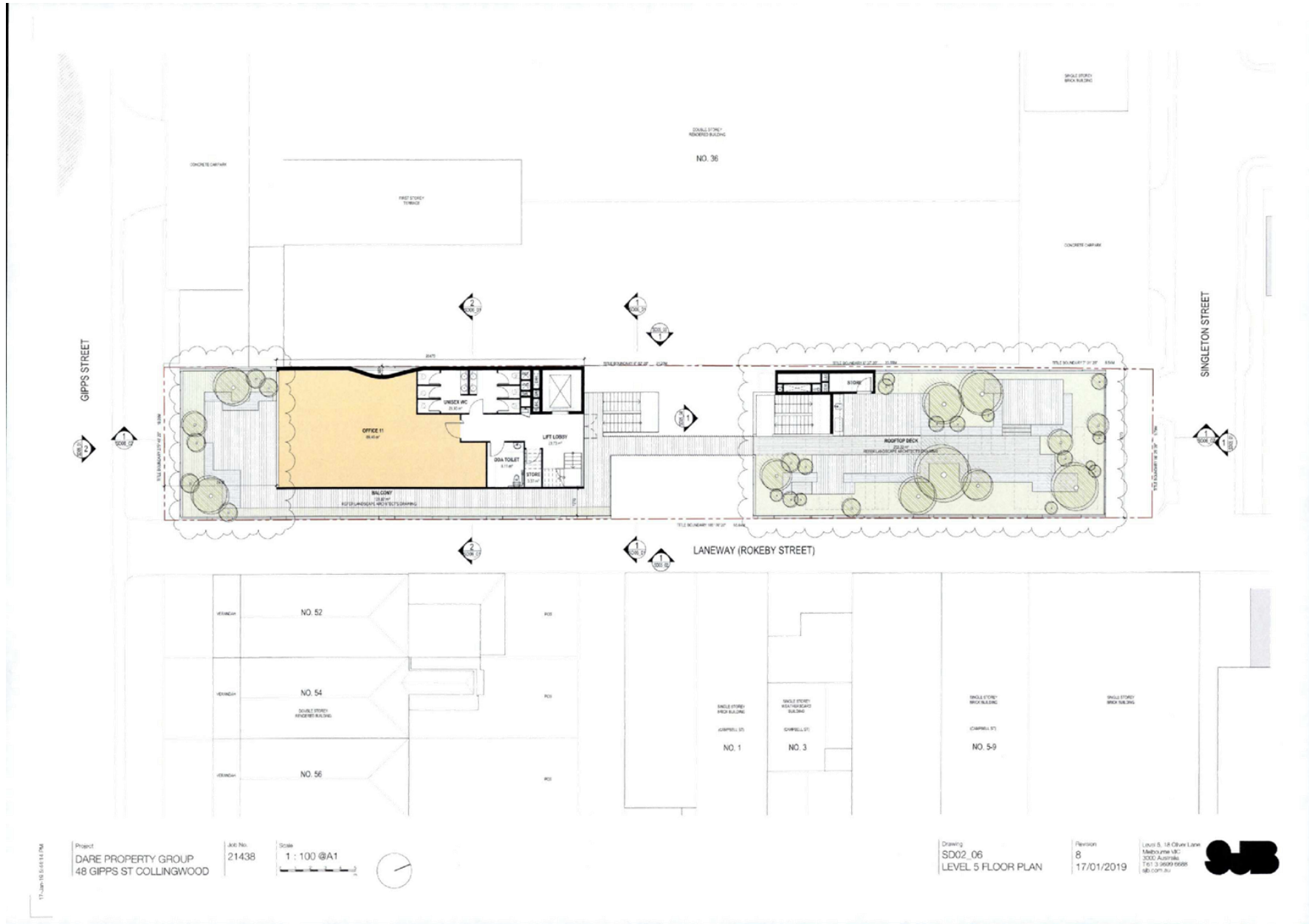
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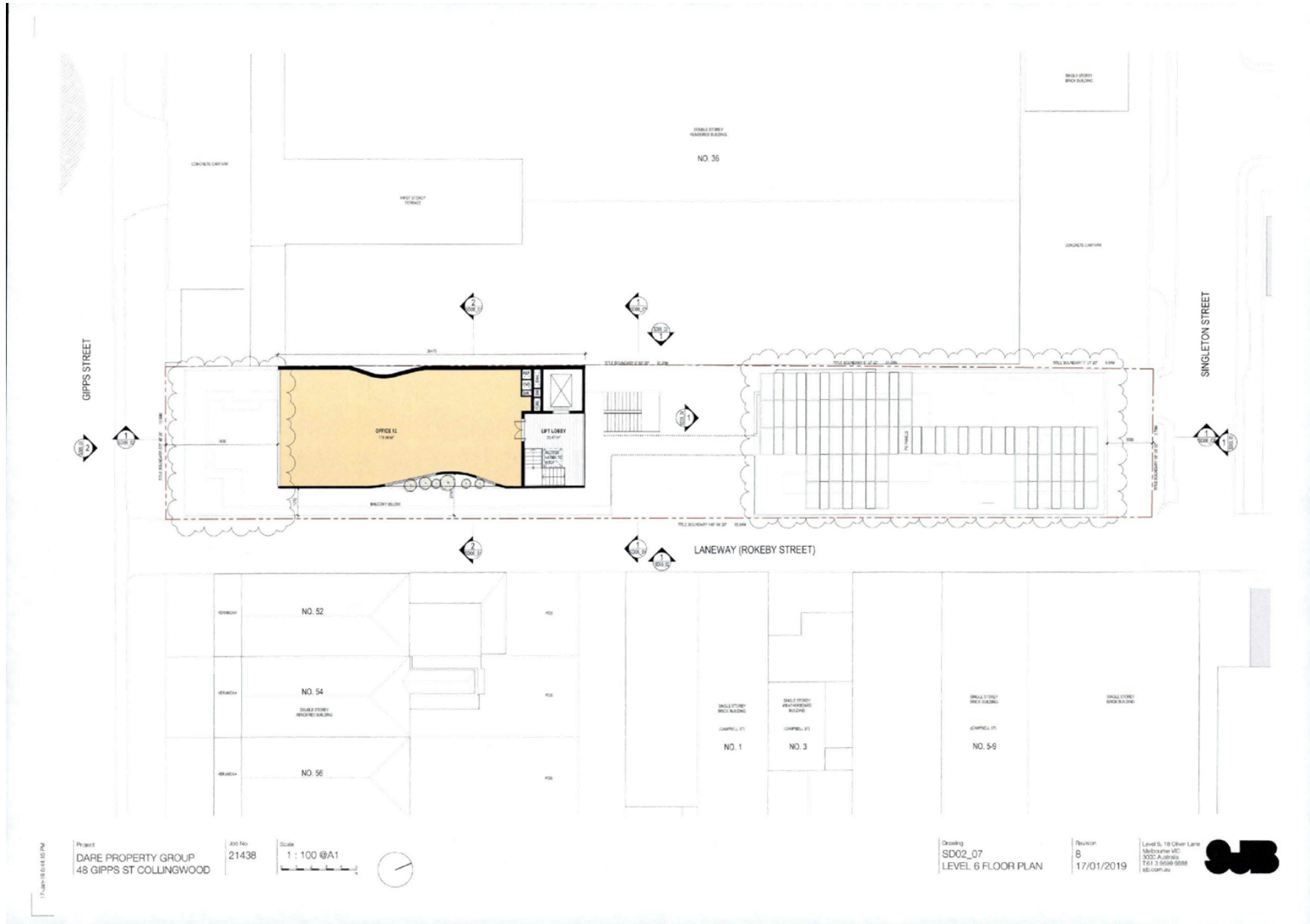
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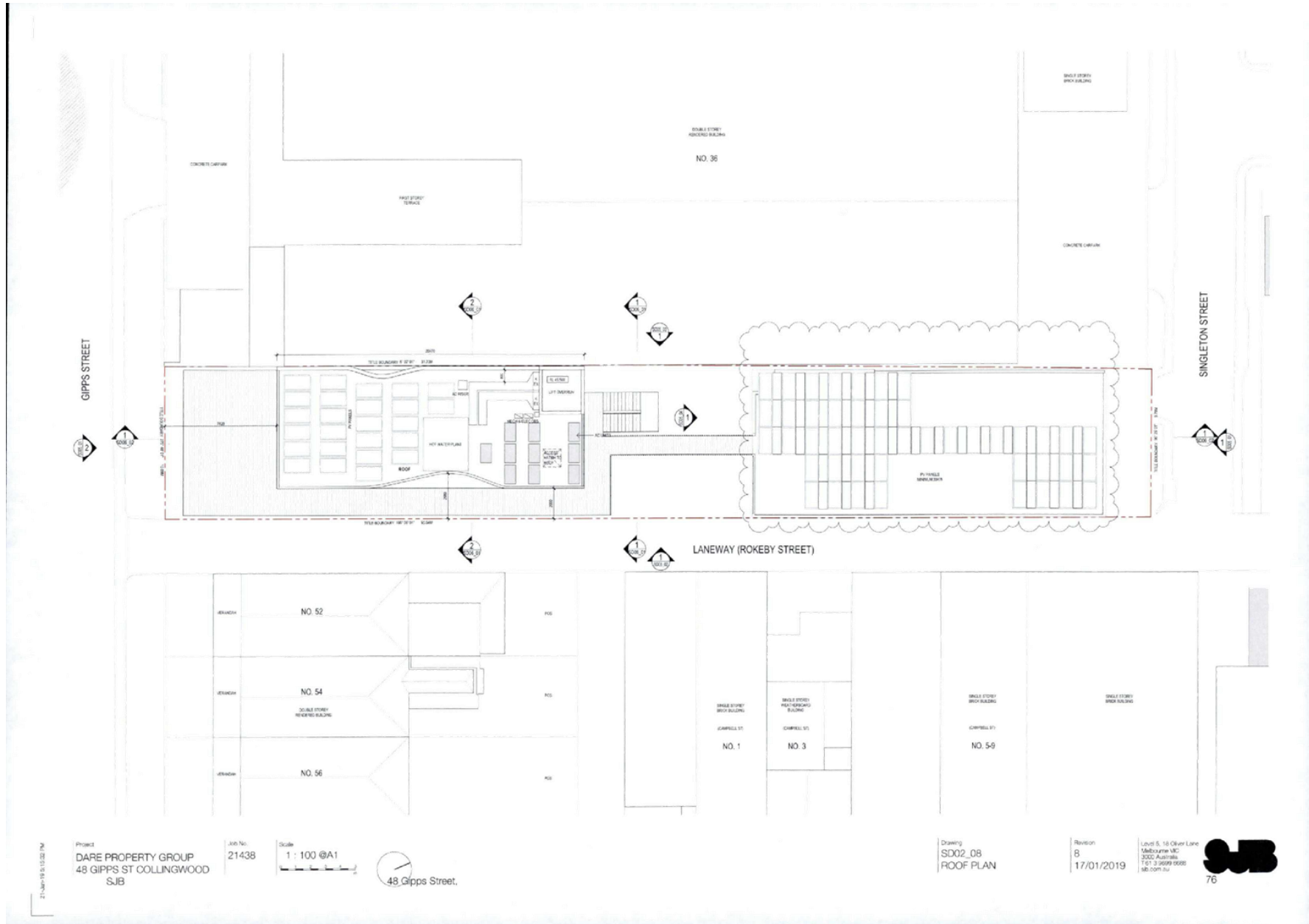


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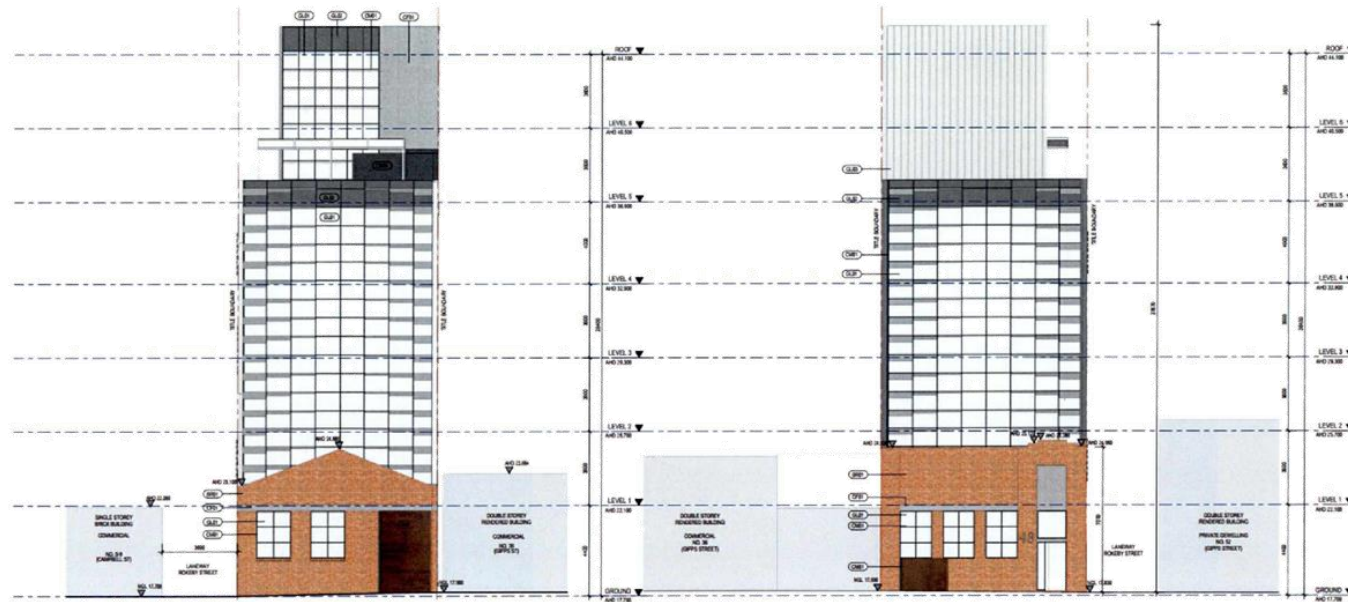




**Attachment 1 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 1**



Attachment 1 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 1



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Project  
DARE PROPERTY GROUP  
48 GIPPS ST COLLINGWOOD

Job No.  
21438

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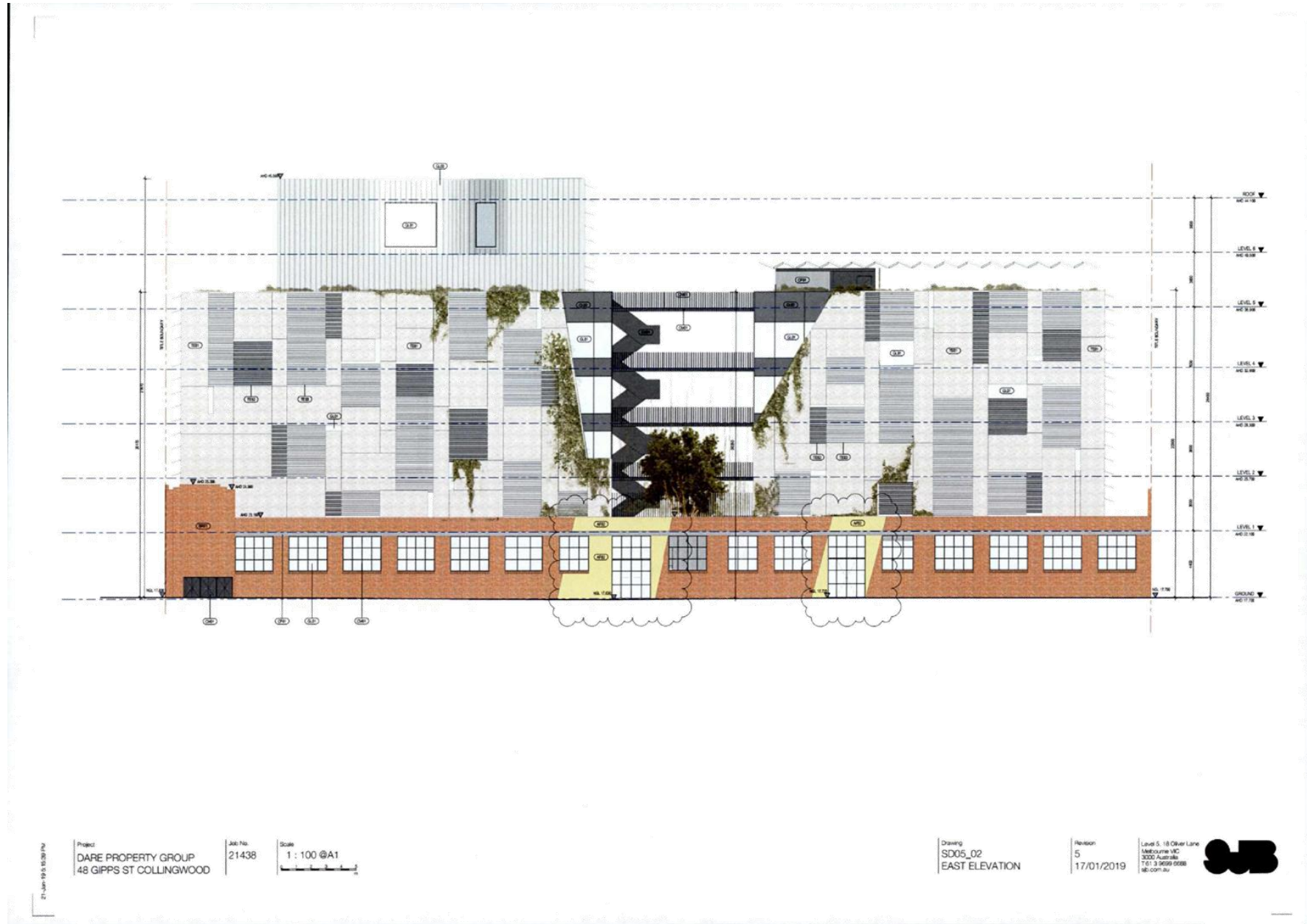
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ELEVATIONS

Revision  
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16/11/2018

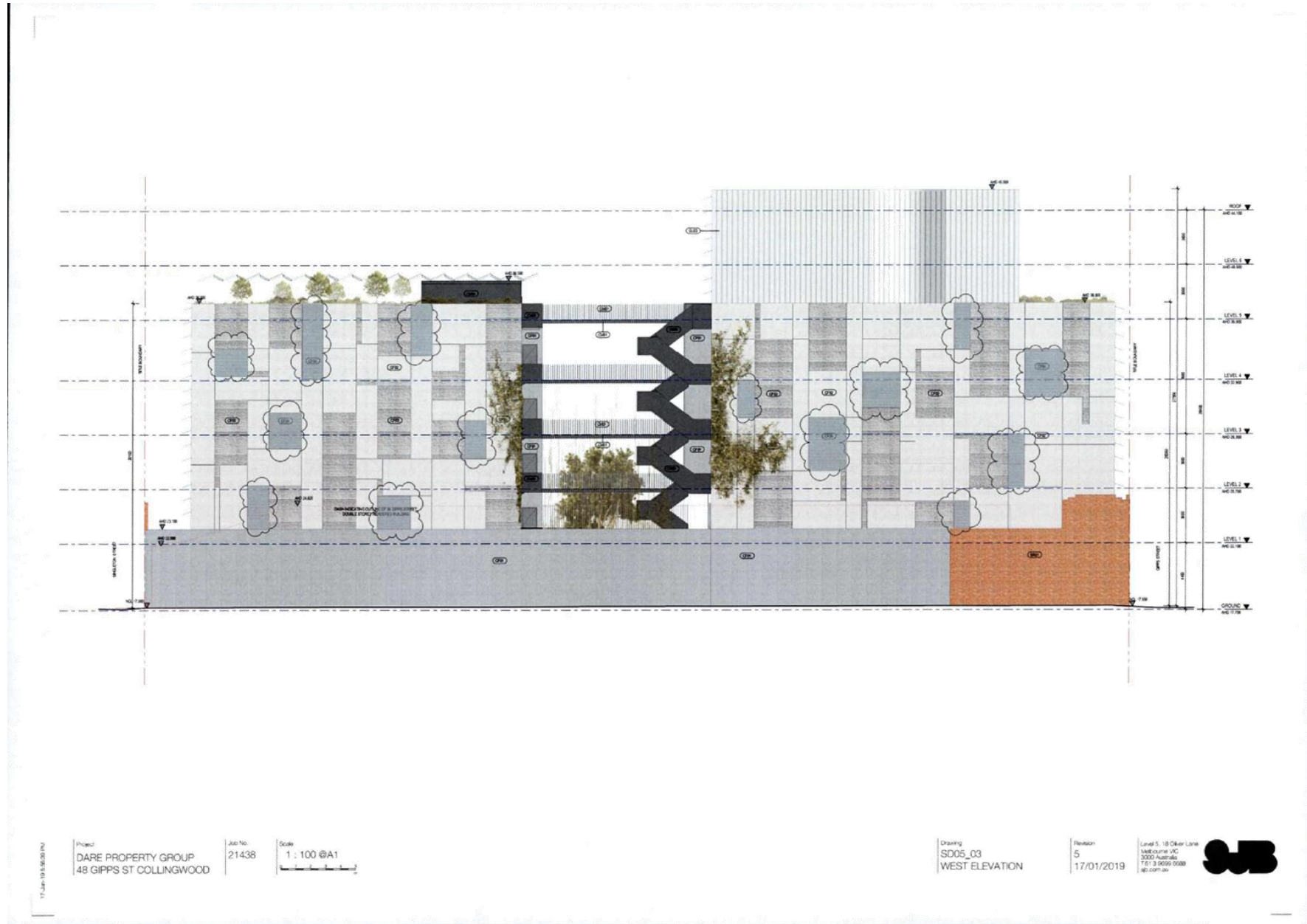
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M&B Group MC  
2000 Australia  
T 01 2 5655 0000  
info@mb.com.au



Attachment 1 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 1



Attachment 1 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 1





**Attachment 1 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 1**



16-Nov-18 12:02:11 PM

Project  
DARE PROPERTY GROUP  
48 GIPPS ST COLLINGWOOD

Job No.  
21438

Scale  
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Drawing  
SD05\_04  
INTERNAL ELEVATION

Revision  
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16/11/2018

Level 5, 16 Oliver Lane  
Melbourne VIC  
3005 Australia  
Tel: 3 9605 6668  
info@jcb.com.au

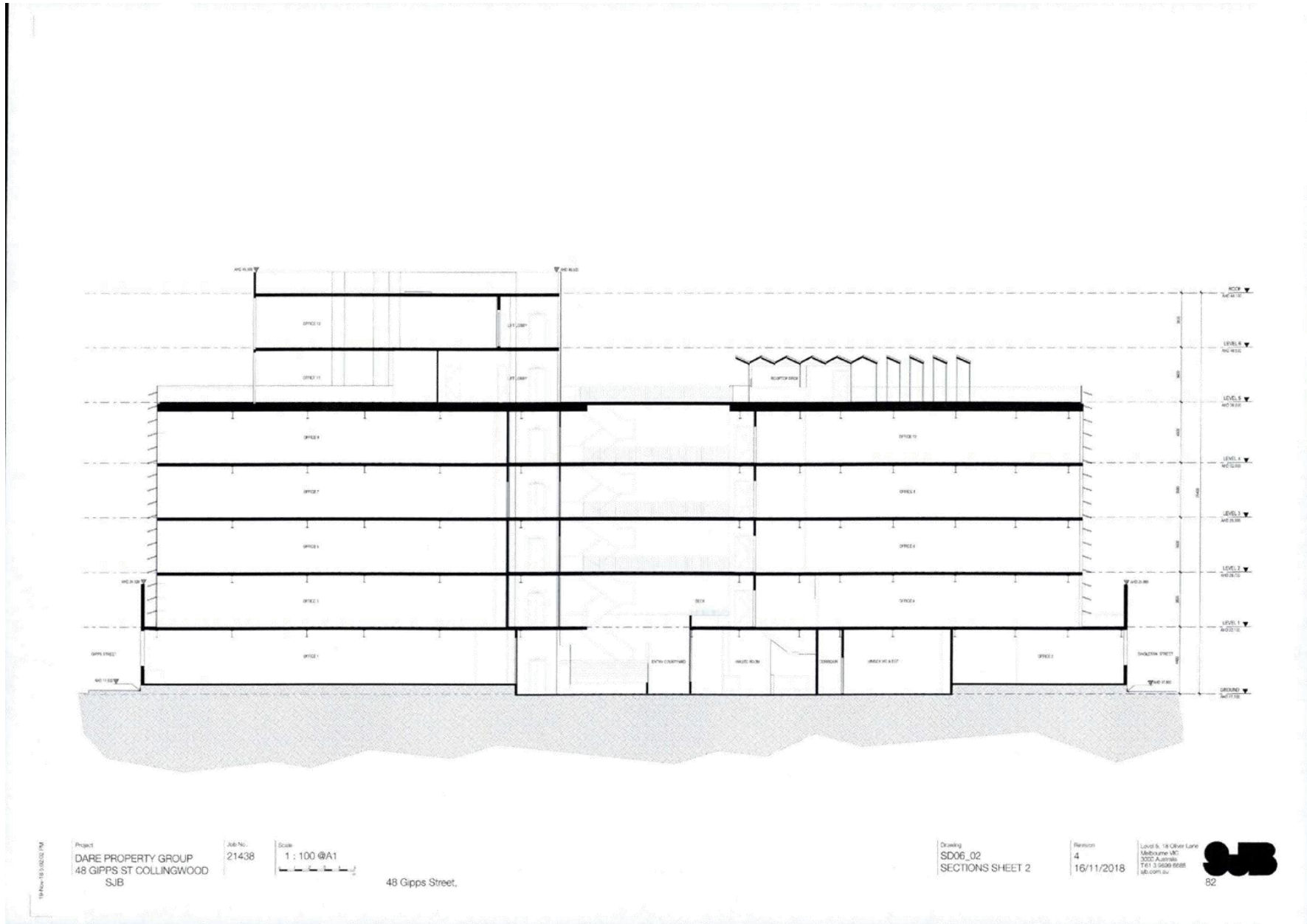




Level 5, 18 Oliver Lane  
Melbourne VIC  
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T 61 3 9690 6688  
aib.com.au

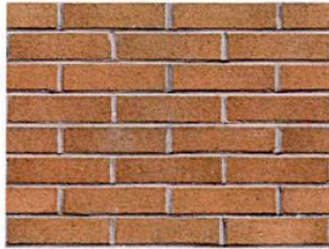


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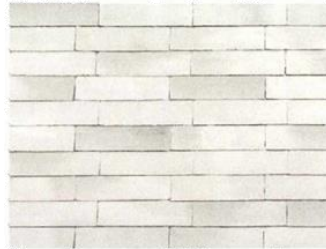




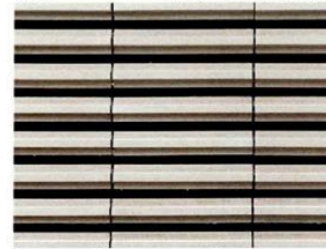
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BR01 - BRICK (EXISTING)  
RED BRICK



TE01 - TERRACOTTA  
COLOUR GREY



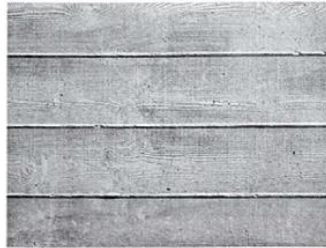
TE02 - TERRACOTTA BAGUETTE PROFILE 1  
COLOUR GREY



TE03 - TERRACOTTA BAGUETTE PROFILE 2  
COLOUR GREY



CF01 - CONCRETE FINISH  
COLOUR LIGHT GREY



CF02 - CONCRETE FINISH - BOARD MARKED  
COLOUR LIGHT GREY



CF03 - CONCRETE FINISH - RECKLI  
COLOUR LIGHT GREY



CM01 - POWDERCOATED METAL  
COLOUR CHARCOAL



GL01 - GLAZING  
CLEAR GLASS



GL02 - GLAZING  
SPANDREL GLAZING



GL03 - GLAZING  
OPAQUE GLAZING

27 Jan 19 5:13:28 PM

Project  
DARE PROPERTY GROUP  
48 GIPPS ST COLLINGWOOD  
SJB

Job No.  
21438

Scale  
@A1



48 Gipps Street,

Drawing  
SD28\_01  
MATERIAL SCHEDULE

Revision  
2  
16/11/2018

Level 5, 18 Oliver Lane  
Melbourne VIC  
3000, Australia  
T 61 3 9699 9699  
sb.com.au



83

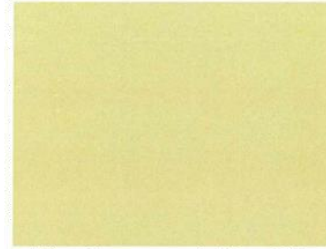
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CF04 - CONCRETE FINISH  
OXIDISED



AF01 - APPLIED PAINT FINISH  
COLOUR LIGHT GREEN

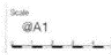


AF02 - APPLIED PAINT FINISH  
COLOUR LIME GREEN

27/06/2019 10:51 AM

Project  
DARE PROPERTY GROUP  
48 GIPPS ST COLLINGWOOD  
SJB

JOB No.  
21438



48 Gipps Street,

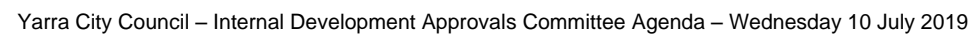
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17/01/2019

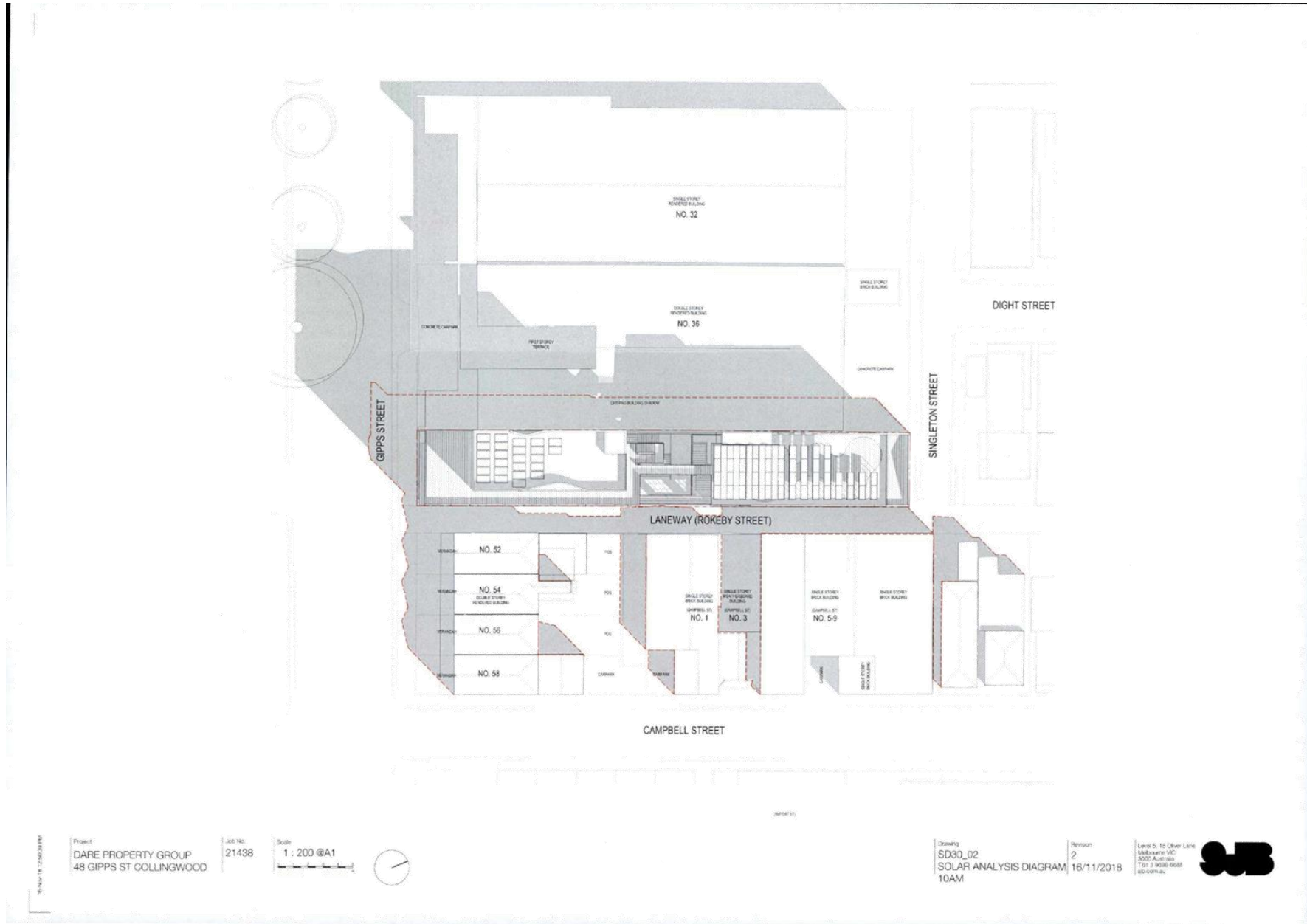
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Melbourne VIC  
3000 Australia  
Tel: 03 9604 6666  
ajb.com.au



84

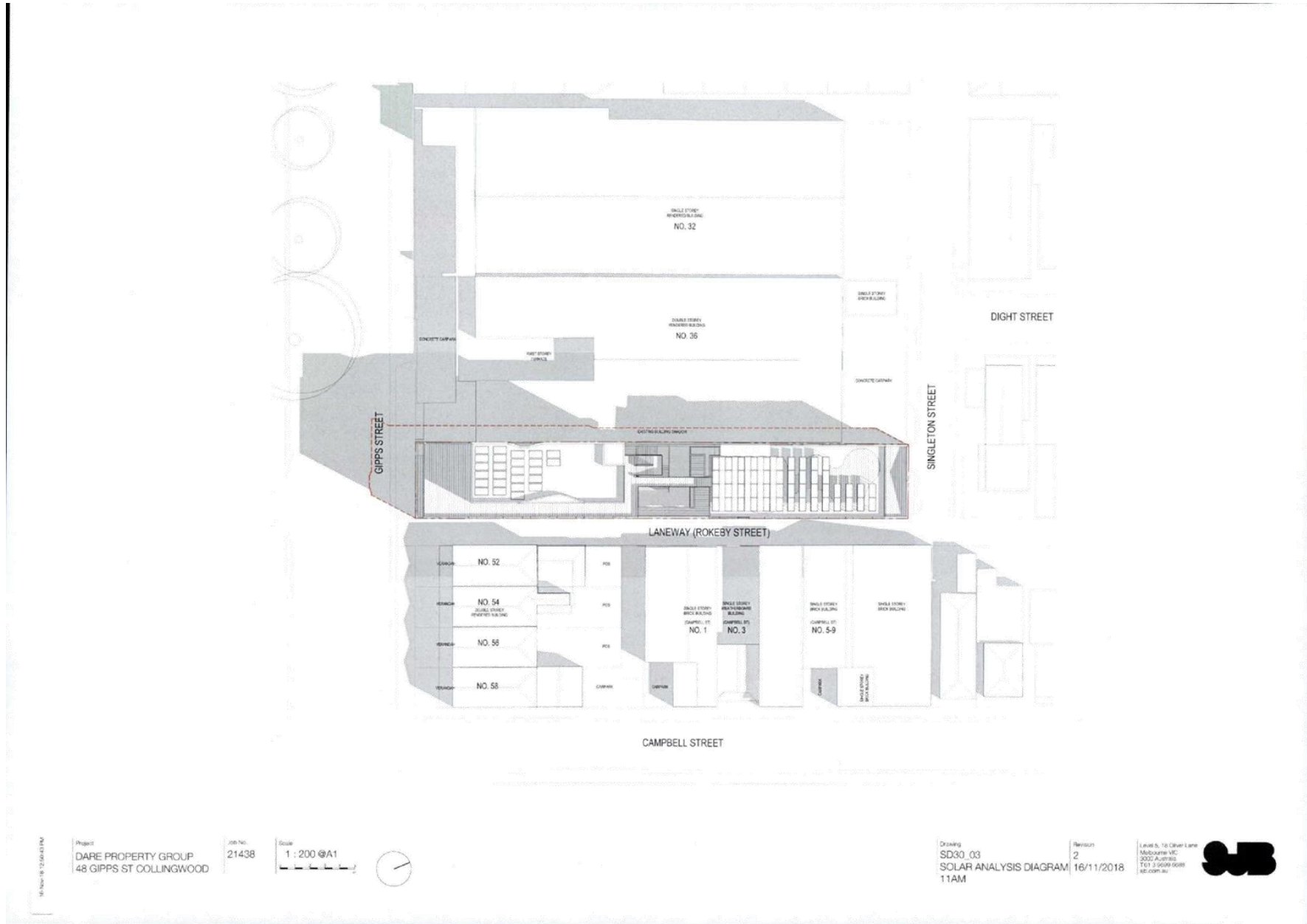


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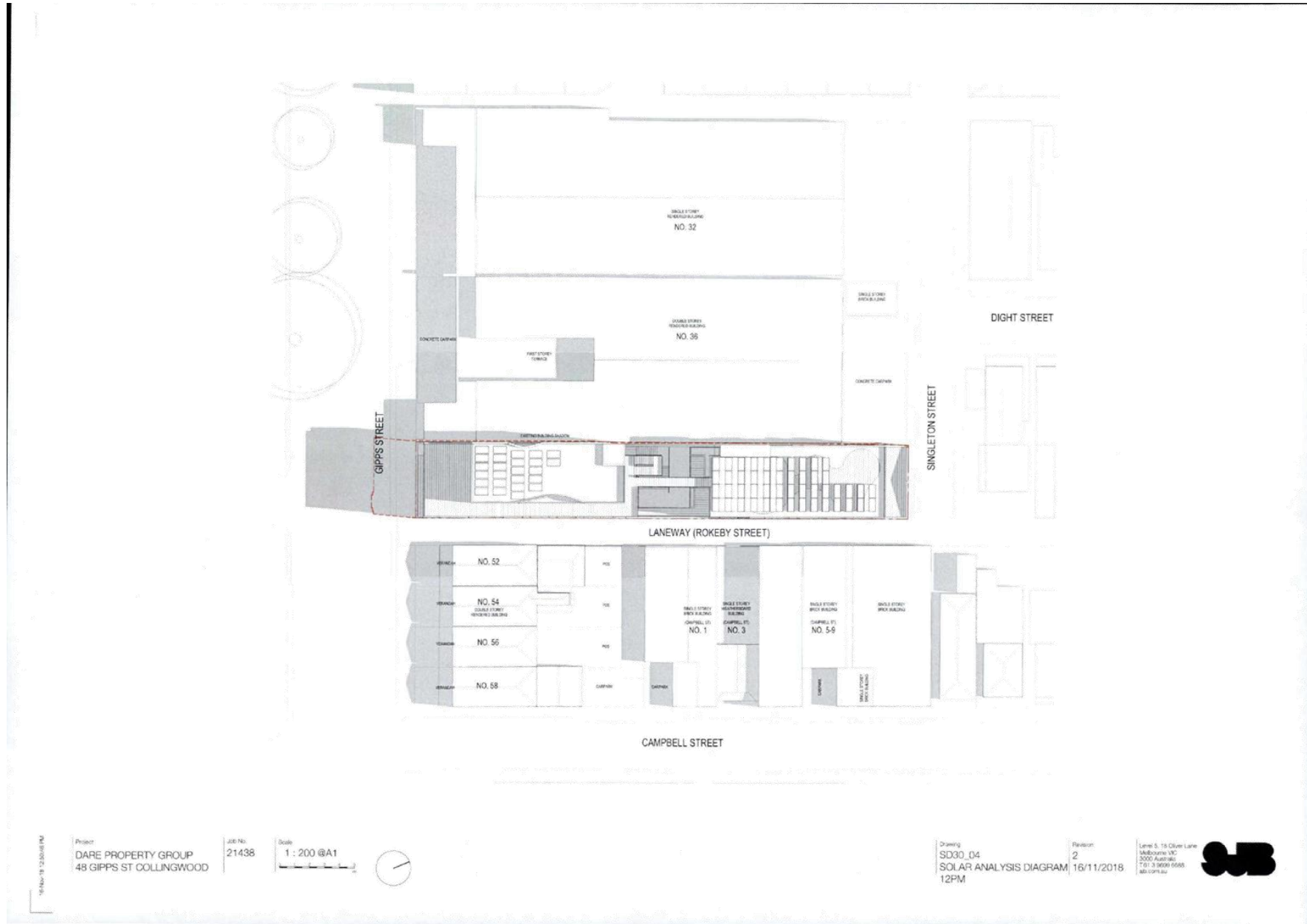




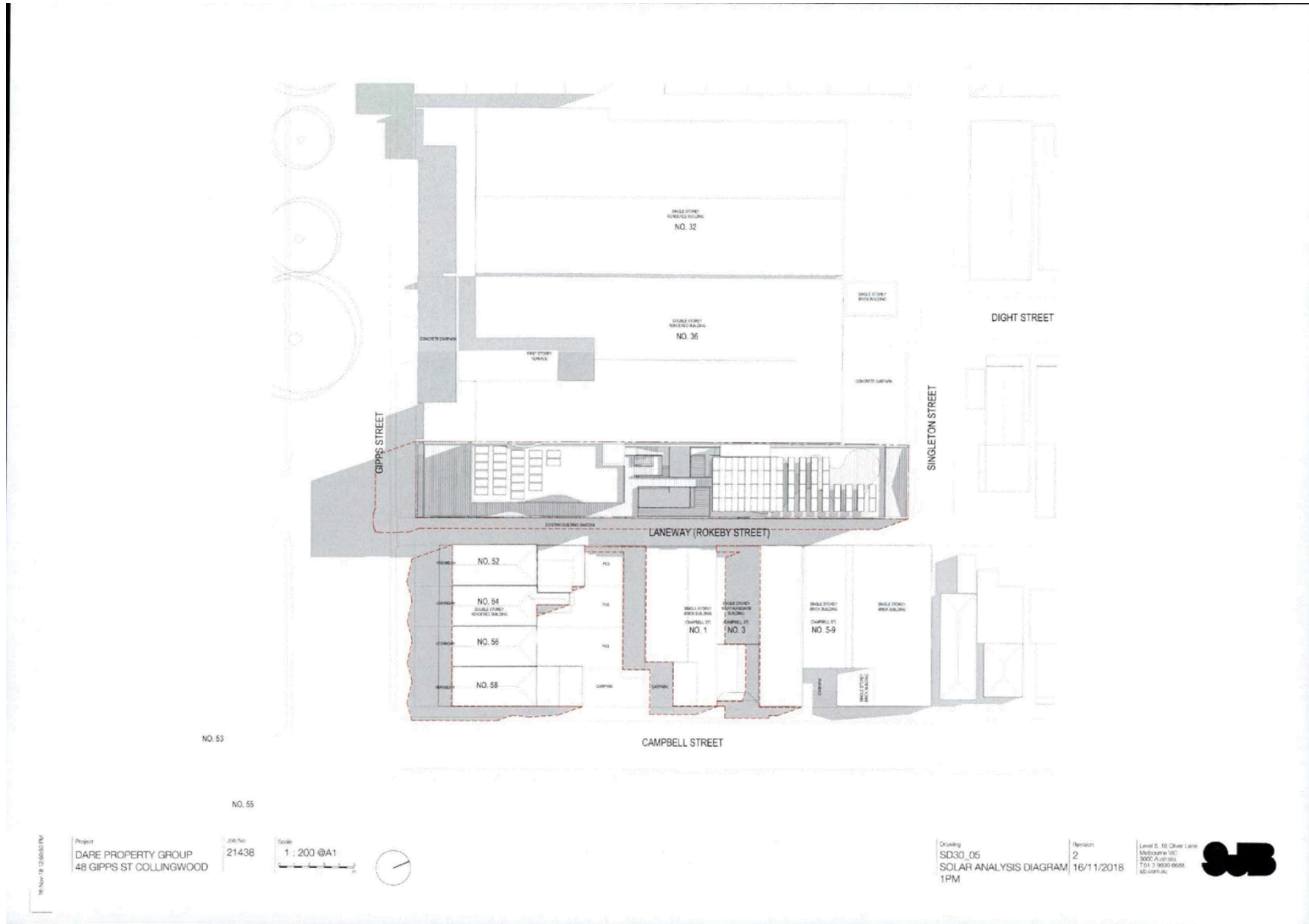
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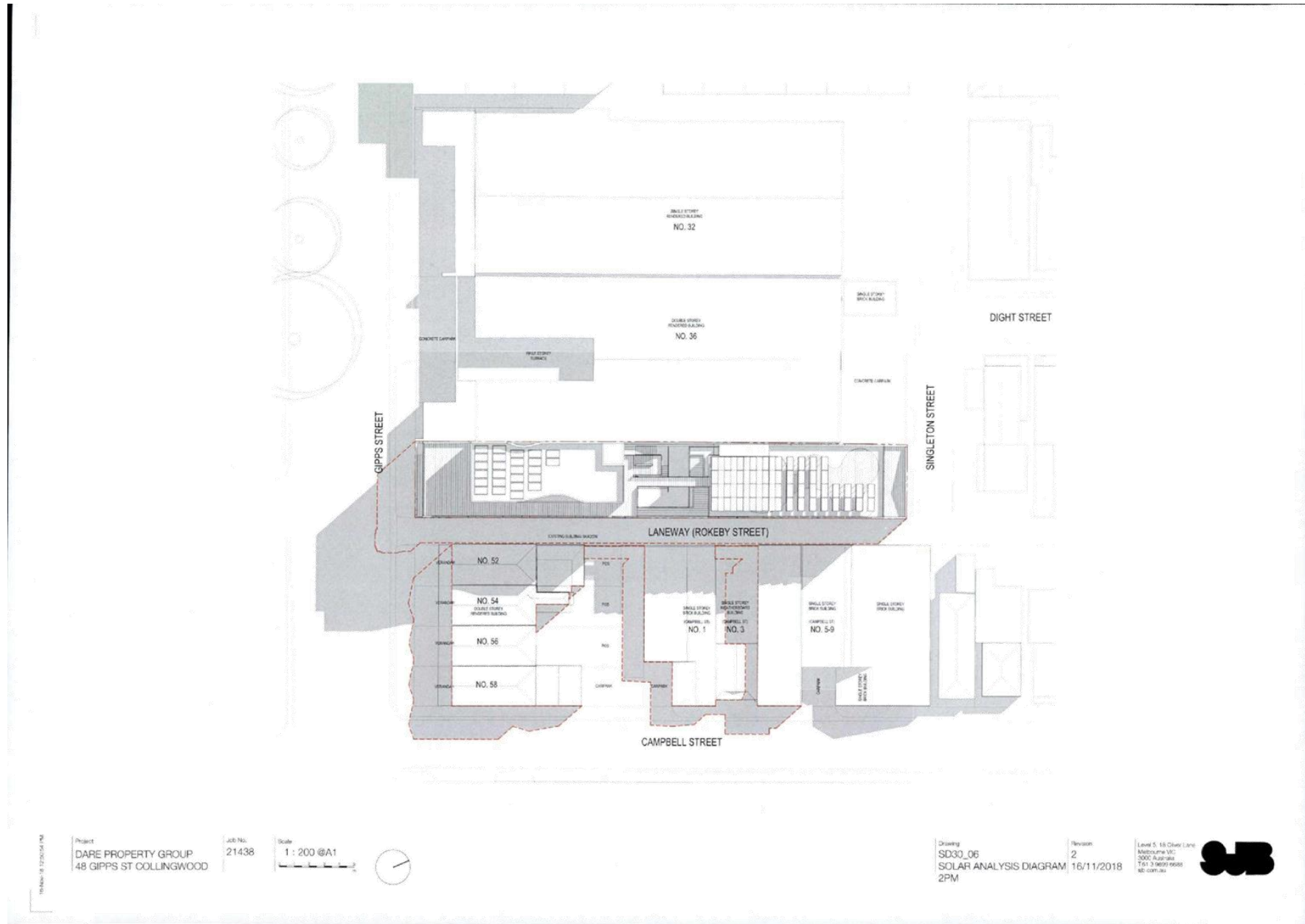


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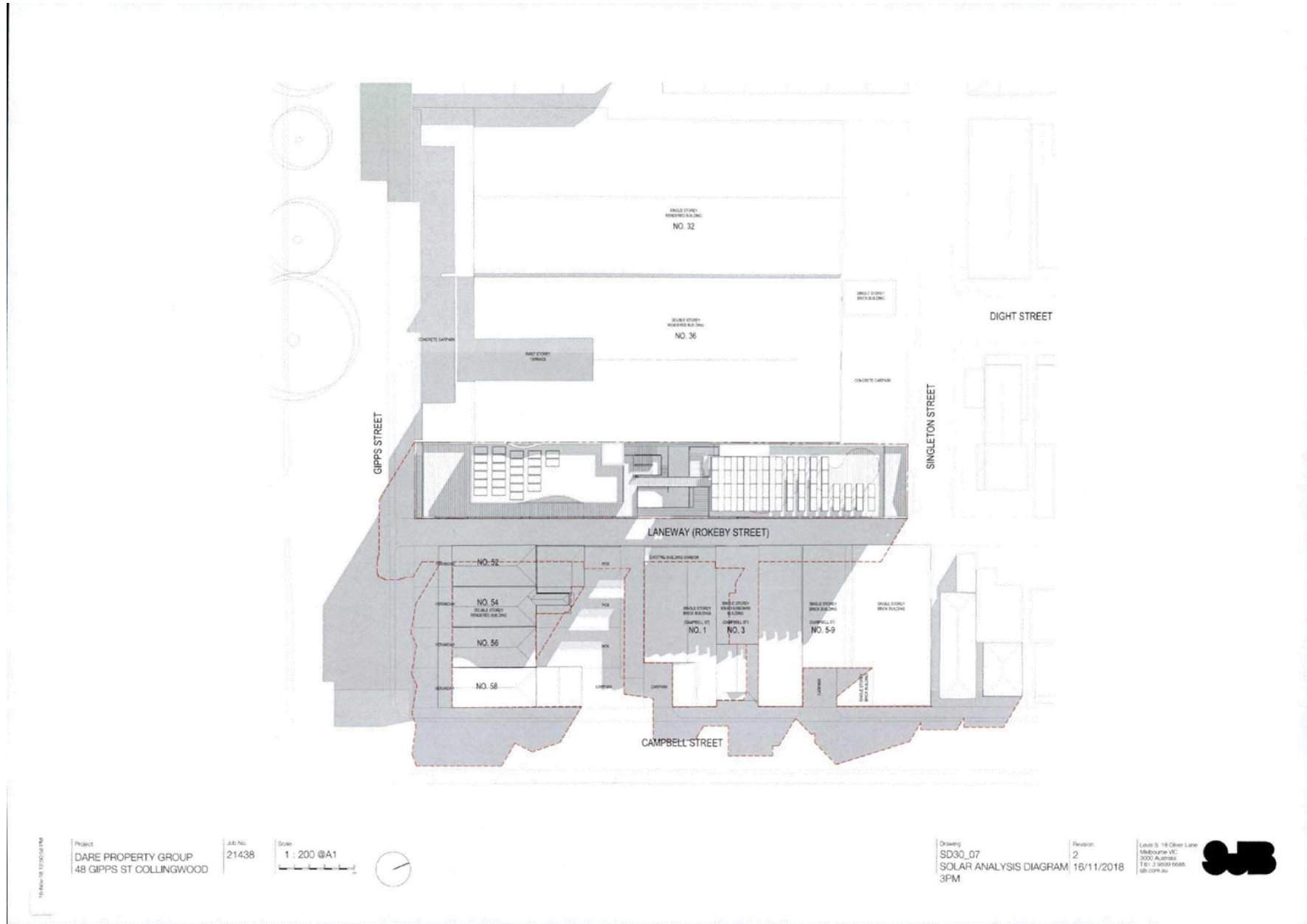




Attachment 2 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 2



Attachment 2 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 2



## Attachment 2 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 2

SJB Architects  
Development Summary



Project  
48 GIPPS STREET  
COLLINGWOOD

Job No.  
21438

File No.  
4.3

Date  
Rev  
19.11.2018  
1

LEVEL	AREA	TOTAL GFA
Ground	618.1 m <sup>2</sup>	618.1 m <sup>2</sup>
	OFFICE 1 235.5 m <sup>2</sup>	
	OFFICE 2 111.4 m <sup>2</sup>	
	ENTRY COURTYARD 81.2 m <sup>2</sup>	
	BIKE STORE 45.0 m <sup>2</sup>	
	WASTE ROOM 13.8 m <sup>2</sup>	
	DDA TOILET 8.2 m <sup>2</sup>	
	UNISEX WC & CHANGE 50.3 m <sup>2</sup>	
	SERVICES 35.8 m <sup>2</sup>	
	CIRCULATION 36.96 m <sup>2</sup>	
LEVEL 01	589.9 m <sup>2</sup>	589.9 m <sup>2</sup>
	OFFICE 3 238.5 m <sup>2</sup>	
	OFFICE 4 193.2 m <sup>2</sup>	
	DECK 39.0 m <sup>2</sup>	
	BALCONY 41.9 m <sup>2</sup>	
	CIRCULATION 71.2 m <sup>2</sup>	
	SERVICES 6.15 m <sup>2</sup>	
LEVEL 02	493.2 m <sup>2</sup>	493.2 m <sup>2</sup>
	OFFICE 5 245.2 m <sup>2</sup>	
	OFFICE 6 196.2 m <sup>2</sup>	
	CIRCULATION 43.0 m <sup>2</sup>	
	SERVICES 8.84 m <sup>2</sup>	
LEVEL 03	493.2 m <sup>2</sup>	493.2 m <sup>2</sup>
	OFFICE 7 245.2 m <sup>2</sup>	
	OFFICE 8 196.3 m <sup>2</sup>	
	CIRCULATION 42.9 m <sup>2</sup>	
	SERVICES 8.84 m <sup>2</sup>	
LEVEL 04	493.2 m <sup>2</sup>	493.2 m <sup>2</sup>
	OFFICE 9 245.2 m <sup>2</sup>	
	OFFICE 10 196.3 m <sup>2</sup>	
	CIRCULATION 42.9 m <sup>2</sup>	
	SERVICES 8.84 m <sup>2</sup>	
LEVEL 05	463.7 m <sup>2</sup>	463.7 m <sup>2</sup>
	OFFICE 11 89.46 m <sup>2</sup>	
	STORE 8.33 m <sup>2</sup>	
	UNISEX WC 21.93 m <sup>2</sup>	
	ROOFTOP DECK 202.32 m <sup>2</sup>	
	SERVICES 9.11 m <sup>2</sup>	
	DDA TOILET 8.11 m <sup>2</sup>	
	CIRCULATION 144.46 m <sup>2</sup>	
LEVEL 06	143.7 m <sup>2</sup>	143.7 m <sup>2</sup>
	OFFICE 12 120.0 m <sup>2</sup>	
	CIRCULATION 20.5 m <sup>2</sup>	
	SERVICES 3.22 m <sup>2</sup>	
ROOF	159.2 m <sup>2</sup>	159.2 m <sup>2</sup>
TOTALS	NLA: 2312.3 m <sup>2</sup>	

Attachment 2 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 2





# Attachment 3 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments for shared Zone type treatment




## MEMO

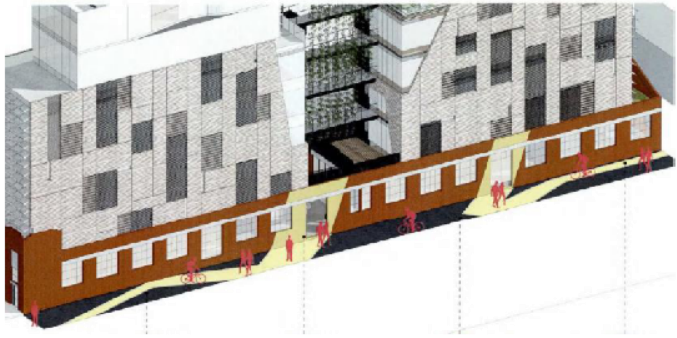
**To:** Lara Fiscalini  
**From:** Artemis Bacani  
**Date:** 17 June 2019  
**Subject:** Application No: PLN18/0902  
 Description: Office Building  
 Site Address: 48-50 Gipps Street, Collingwood

I refer to the above Planning Application received on 30 May 2019 in relation to the proposed development at 48-50 Gipps Street, Collingwood. Council's Civil Engineering unit provides the following information:

### PROPOSED 'SHARED ZONE' TYPE TREATMENT – ROKEBY STREET

Item	Details
Background	
Proposed Development	<p>The development comprises the construction of a 5 to 7 storey office building.</p> <p>Office floor space: 2,313 m<sup>2</sup></p> <p>Food and Drink Premises floor space: 8.8 m<sup>2</sup></p> <p>On-site car parking: 0 spaces</p>
Existing Conditions	<p>The subject site is rectangular in shape and contains three road abutments: Singleton Street, Gipps Street and Rokeby Street. The Rokeby Street abutment functions as a Right of Way and has a carriageway width of approximately 3.8 metres. The road profile comprises a bluestone pavement with an asphalt overlay and a central invert for overland flow of stormwater run-off. Below is a view of Rokeby Street, facing south towards Gipps Street.</p> 

**Attachment 3 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments for shared Zone type treatment**

Item	Details
<b>'Shared Zone' Type Treatment – Rokeby Street</b>	
Proposal	<p>As part of the proposed development, the applicant wishes to introduce a painted treatment on Rokeby Street to activate their building. The painted treatment would effectively privatise this section of Rokeby Street (a Public Highway).</p>  <p>The painted road pavement treatment would create a less hostile environment for pedestrian and cyclists using this section of Rokeby Street.</p>
Shared Zones	<p>Shared Zones are speed limited areas under the provisions of the <i>Road Safety Road Rules 2017</i> and are classified as Major Traffic Control Devices, which must have VicRoads authorisation. Being speed limit signs, Shared Zones have statutory significance under the <i>Road Safety Road Rules</i>, and motorists are obliged to give way to pedestrians. Shared Zones are defined by area signs (at entry) and end area signs.</p> <p>Normally where roadways encourage active pedestrian usage, Shared Zones would be considered. Shared Zones are ideal where the road space contains traffic treatments, seating, plantings in the road space.</p> <p>In this instance, Council will not be pursuing the introduction of Shared signs for Rokeby Street.</p>
<b>Additional Engineering Requirements</b>	
Reconstruction of Rokeby Street	<p>The Rokeby Street road frontage of the site will provide primary pedestrian and bicycle access to the offices above the ground floor of the site. Currently, the existing asphalt pavement and bluestone central spoon drain contains a number of depressions that retain water after a storm event and has an uneven surface that is not suitable for pedestrians.</p> <p>It is recommended that the full-width of Rokeby Street between Gipps Street and Singleton Street be reconstructed – see Locality Plan.</p> <p>During building works at the site, Rokeby Street will sustain damage caused by the passage of construction vehicles, plant and other equipment which would necessitate reconstruction of Rokeby Street.</p>

**Attachment 3 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments for shared Zone type treatment**

Item	Details
<b>Additional Engineering Requirements</b>	
Preparation of Detailed Road Infrastructure Design Drawings	<p>The developer is to engage a qualified civil engineering consultant to prepare a reconstruction design for all road and drainage infrastructure works associated with this development for assessment and approval.</p> <p>Essentially the works would include excavating the bluestone and asphalt overlay.</p> <p>The sub-base would need to be prepared and a new pavement constructed. The new pavement would comprise of an asphalt with a bluestone central invert.</p> <p>These works must be undertaken to Council satisfaction and Engineering specification.</p> <p>A longitudinal section plan of Rokeby Street at 5.0 metre intervals should be provided to ensure that access to exiting doorways abutting Rokeby Street is maintained.</p>
Painted Road Pavement Treatment	<p>As part of the reconstruction of Rokeby Street, Council's Civil Engineering Unit and Traffic Engineering Unit recommend the installation of a painted road pavement treatment to encourage a pedestrian-friendly road environment. The design of the proposed pavement treatment is to be independent of any artwork proposed for the façade of the building. The developer is to engage their own design consultant to prepare a pavement treatment and design for this section of Rokeby Street for Council's consideration and approval.</p>



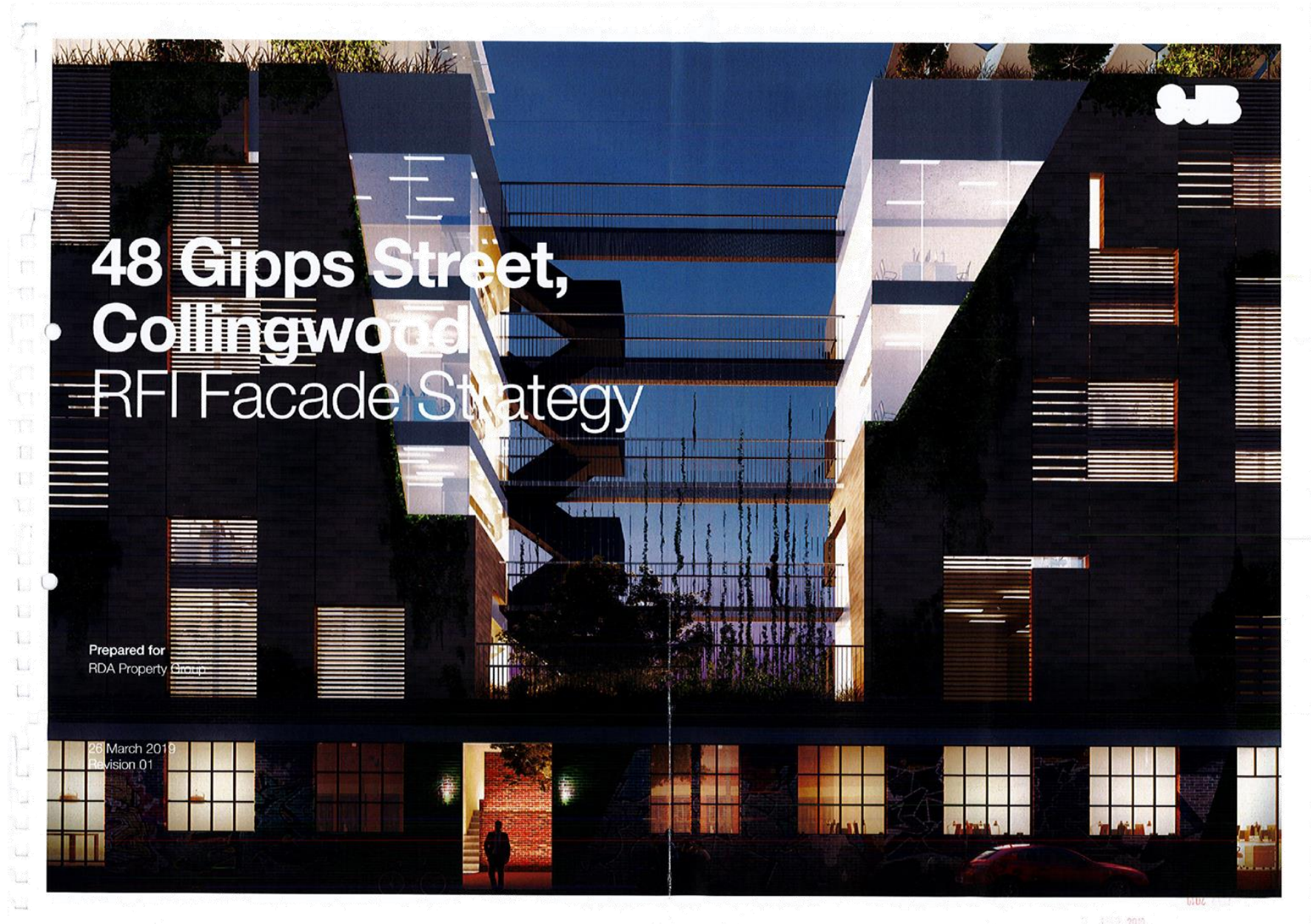
**Attachment 3 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments for shared Zone type treatment**

**LOCALITY PLAN**

**Attachment 3 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments for shared Zone type treatment**



Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans



Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans

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Version: 01  
Prepared by: DB  
Checked by: BF / TW

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SJB Architecture Pty Ltd  
ABN 68 065 207 490  
ACN 065 207 490



**Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans**

1.1 Context Overview



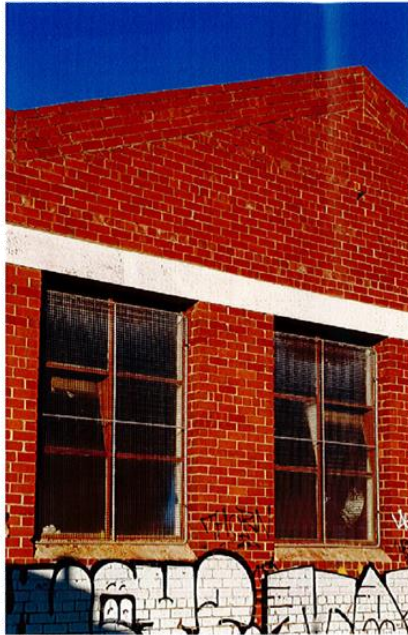
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48 Gipps Street,

3

**Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans**

**1.2 Character of Existing Building**



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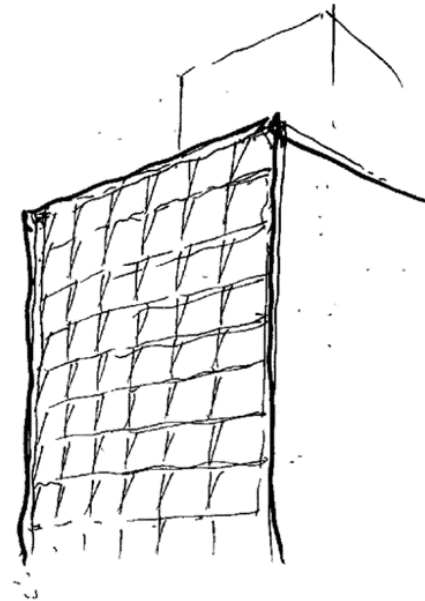
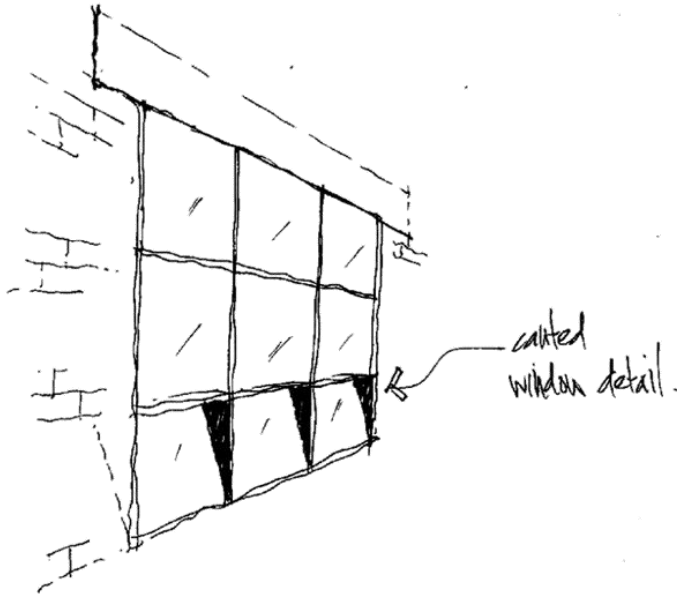
48 Gipps Street,

4



## Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans

### 1.3 Facade Concept



The cantilevered glass of the facade references the awning windows typically found in warehouse buildings of the area. This reference generates a design language that articulates the facade as well as responding to the environmental considerations. Solar screening and operable louvers are incorporated into the facade system to allow users of the building to pursue their own levels of comfort.

**Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans**

1.4 South Facade - Gipps Street



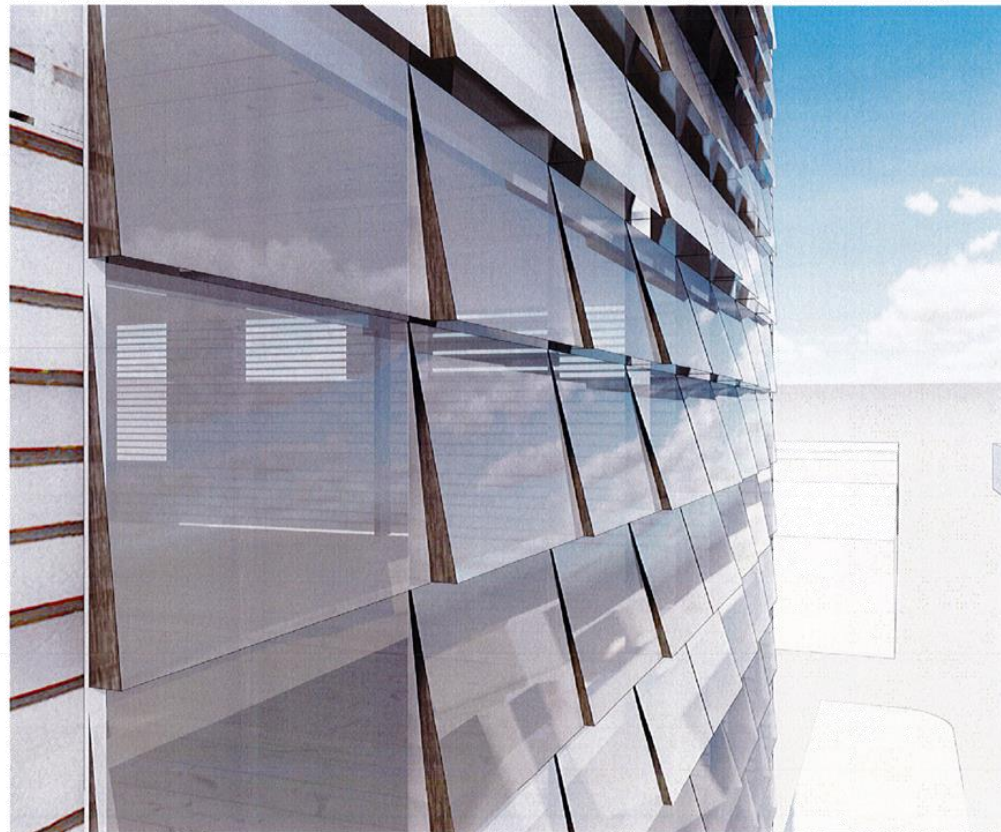
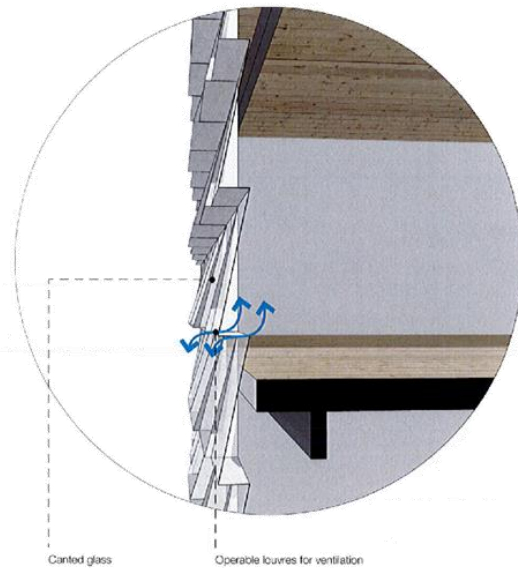
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48 Gipps Street,

6

**Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans**

1.5 South Facade - Gipps Street



SJB

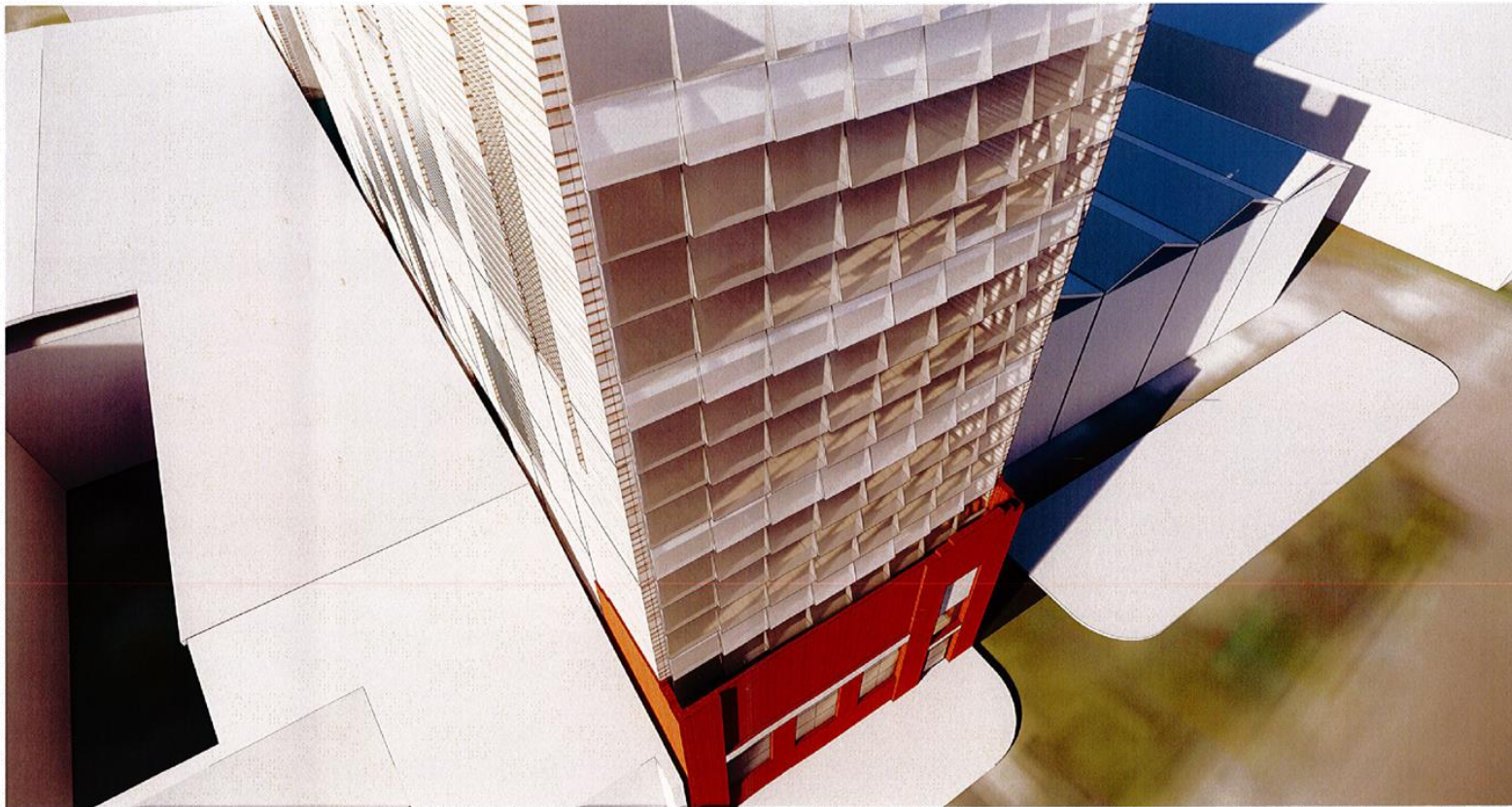
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**Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans**

1.6 South Facade - Gipps Street



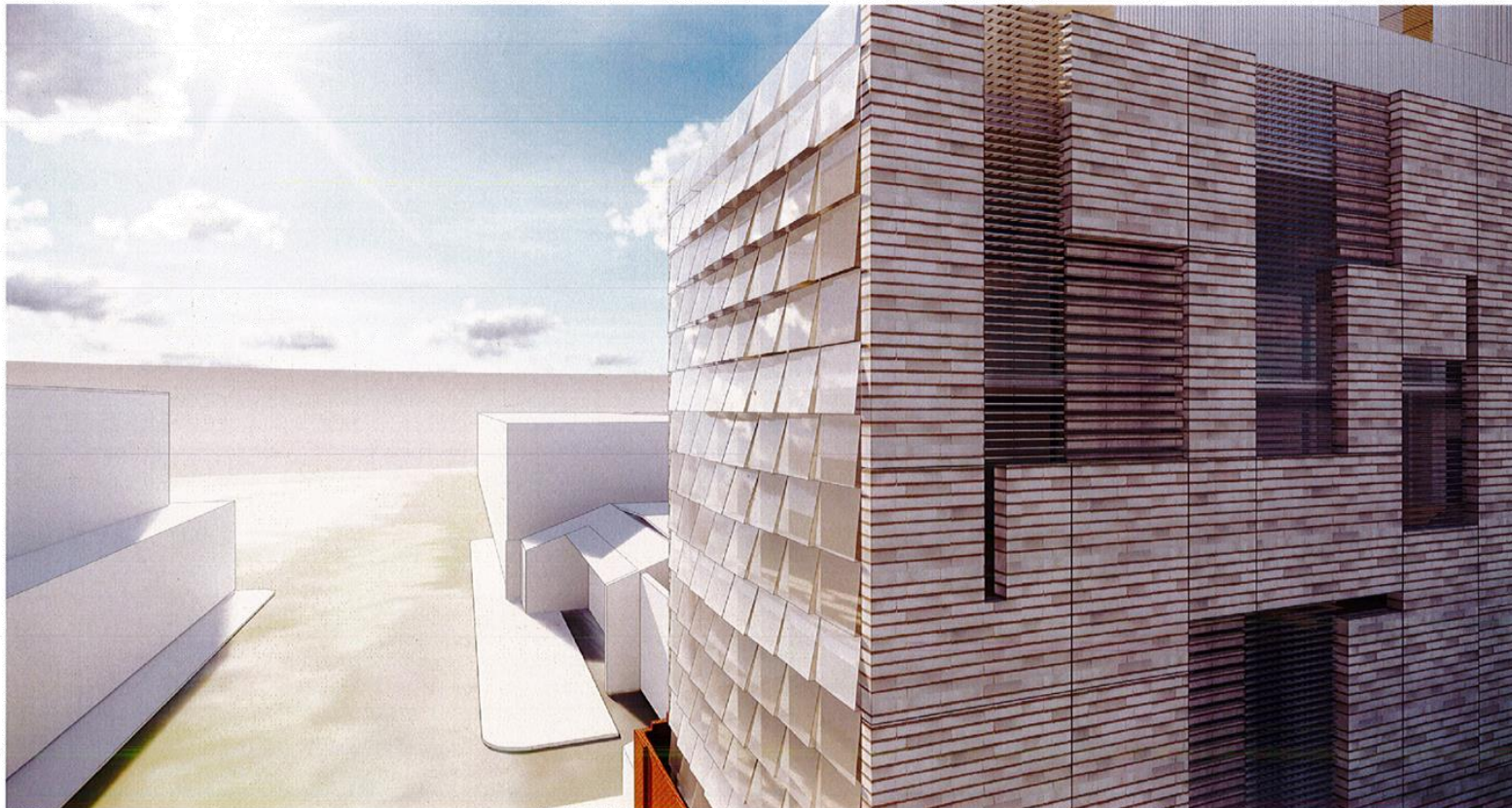
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48 Gipps Street,

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**Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans**

1.7 South Facade - Gipps Street



SJB

48 Gipps Street,

9



**Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans**

1.8 North Facade - Singleton Street



SJB

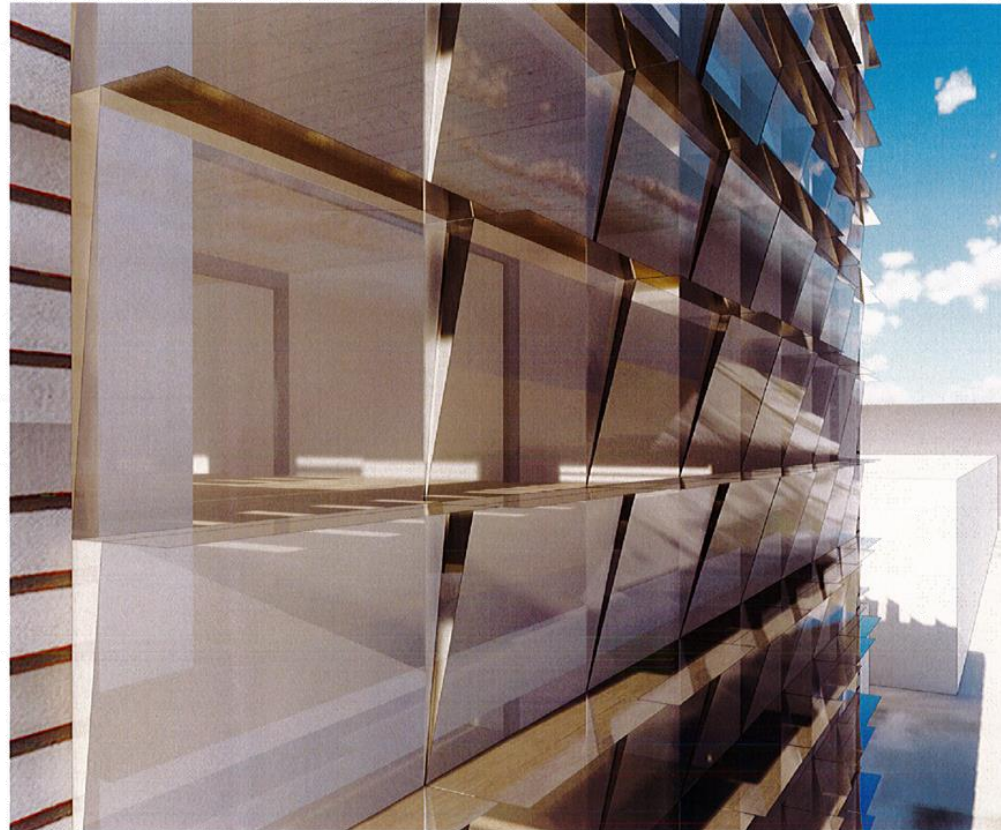
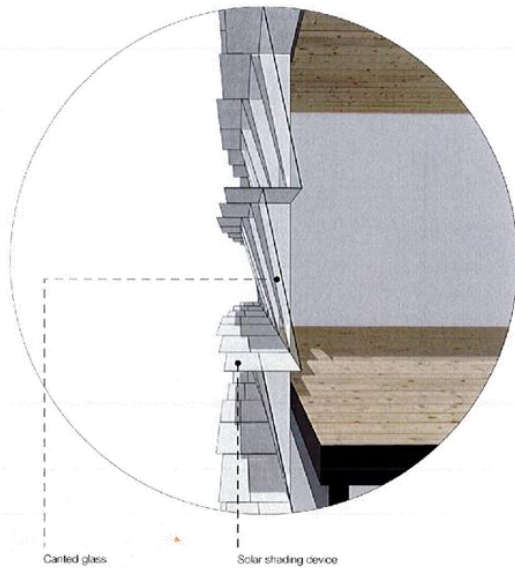
48 Gipps Street,

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**Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans**

1.9 North Facade - Singleton Street



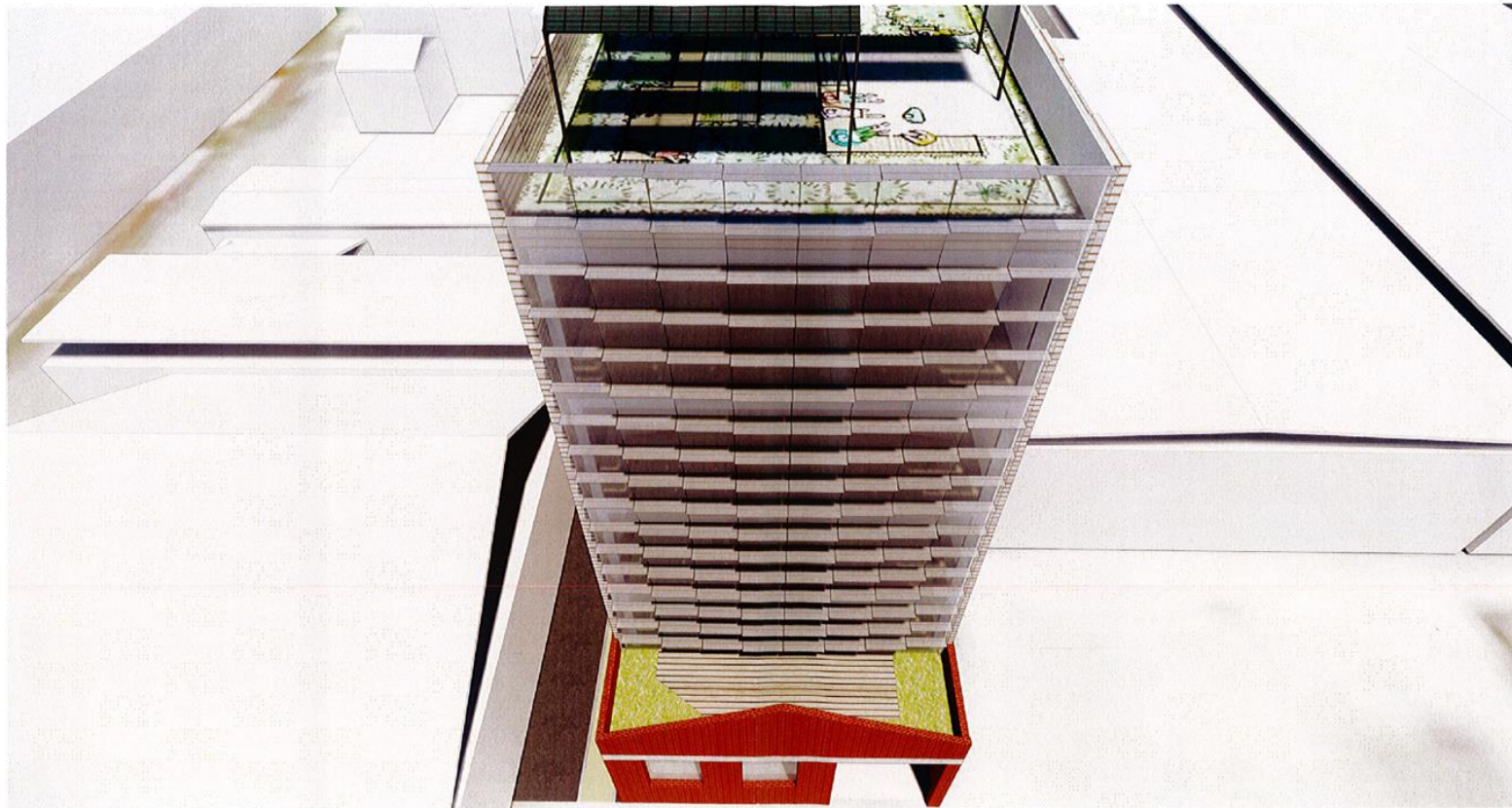
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48 Gipps Street,

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**Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans**

1.10 North Facade - Singleton Street



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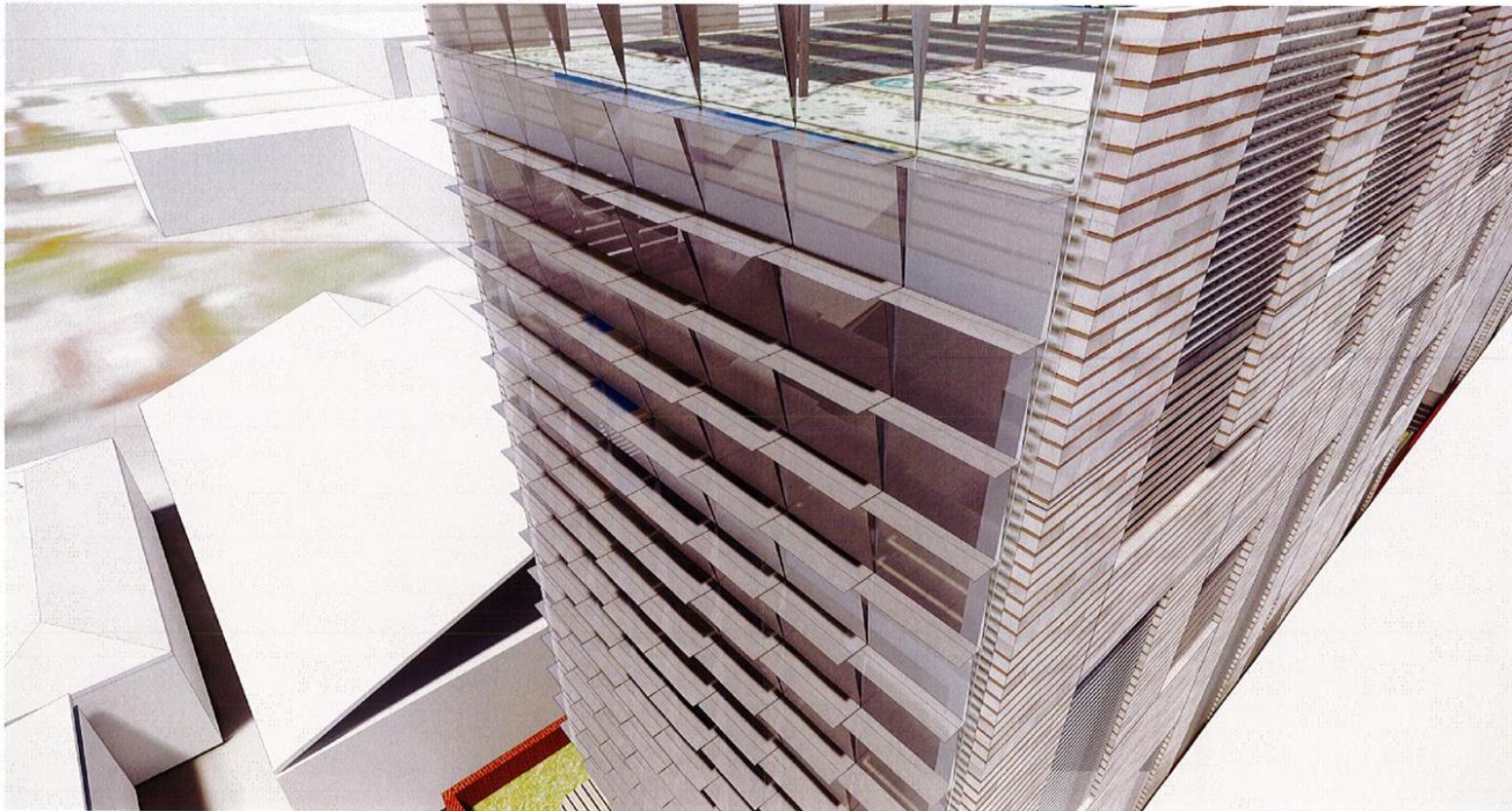
48 Gipps Street,

12



**Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans**

1.11 North Facade - Singleton Street



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48 Gipps Street,

13



**Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans**



## Attachment 5 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments



## MEMO

**To:** Lara Fiscalini  
**From:** Artemis Bacani  
**Date:** 15 March 2019  
**Subject:** Application No: PLN18/0902  
 Description: Seven-Storey Building - Mixed Use  
 Site Address: 48-50 Gipps Street, Collingwood

I refer to the above Planning Application received on 1 February 2019 and the accompanying in *Traffic Impact Assessment* prepared by Ratio Consultants in relation to the proposed development at 48-50 Gipps Street, Collingwood. 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	Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (12 Tenancies)	2,313 m <sup>2</sup>	3 spaces to each 100 m <sup>2</sup> of net floor area	69	0
Cafe	8.8 m <sup>2</sup>	3.5 spaces to each 100 m <sup>2</sup> of leasable floor area	0	
<b>Total</b>			<b>69</b>	<b>0</b>

\* 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:

**Attachment 5 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments**

- *Parking Demand for the Office Use.*

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

Throughout the municipality, a number of developments have been approved with no car spaces or a reduced office rate, as shown in the following table:

Development Site	Approved Office Parking Rate
<b>Collingwood</b>	
86 Smith Street PLN16/0216 issued 15 April 2016	96 m <sup>2</sup> Reduction: 3 spaces
187-195 Langridge Street PLN17/0867 issued 19 January 2018	470 m <sup>2</sup> Reduction: 16 spaces
<b>Cremorne</b>	
46A Stephenson Street PLN17/0017 issued 8 August 2017	55 m <sup>2</sup> Reduction: 1 space
<b>Richmond</b>	
19 David Street PLN17/0395 issued 15 April 2016	175 m <sup>2</sup> Reduction: 6 spaces
113-115 Bridge Road PLN15/0630 issued 16 October 2016	844 m <sup>2</sup> No spaces

The provision of no on-site parking for the office use is considered appropriate, having regard to the site's accessibility to public transport services and its proximity to Melbourne.

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

The site is within walking distance of bus services operating along Hoddle Street, Victoria Parade, and Johnston Street. Tram services can be accessed on foot from Victoria Parade and Smith Street, and trains services are available from Collingwood railway station.

- *Multi-Purpose Trips within the Area.*

The site is within walking distance of the Smith Street activity centre. The site also has connectivity to the on-road bicycle network.

### **Appropriateness of Providing Fewer Spaces than the Likely Parking Demand**

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

- *Availability of Car Parking.*

Ratio Consultants had commissioned on-street parking occupancy surveys of the surrounding area on Friday 19 October 2018 from 8:00am to 6:00pm. The survey area included Down Street, Dight Street, Sturt Street, Singleton Street, McCutcheon Way, and sections of Campbell Street, Cromwell Street, Wellington Street, Rokeby Street, Rupert Street, and Gipps Street. The times and extent of the survey are considered appropriate. An inventory of between 241 and 313 publicly available parking spaces were identified. The results of the survey indicate that the peak parking occupancy in the study area had occurred at 12-midday with 97 % of spaces occupied or 8 vacant spaces. The parking demand declined over the course of the afternoon to a low of 38 % at 6.00pm. The very limited opportunity to park on-



## Attachment 5 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments

street would encourage both employees and visitors to use more sustainable forms for transport to commute to the site.

### *Relevant Local Policy or Incorporated Document.*

The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

### *- Access to or Provision of Alternative Transport Modes.*

The site has very good accessibility to public transport and connectivity to the on-road bicycle network. The site is also in proximity to on-street car share pods. A GoGet car share pod is available in Langridge Street, approximately 600 metres south-east of the site.

### **Adequacy of Car Parking**

From a traffic engineering perspective, the waiver of parking associated with the office and cafe uses are considered appropriate in the context of the development and the surrounding area. Employees and visitors to the site would be aware with the very limited opportunity to park on-street and would encourage the use of more sustainable forms for transport to commute to the site.

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

### **DEVELOPMENT LAYOUT DESIGN**

SJB Drawing Nos. SD02\_01 Revision 8 dated 17 January 2019  
SD05\_02 Revision 5 dated 17 January 2019

### **Layout Design Assessment**

Item	Assessment
<b>Other</b>	
Pavement Artwork – Right of Way	This matter has been referred to Urban Design for comment.

### **Design Items to be Addressed**

Item	Details
Pedestrian/Cyclist Entrance – Right of Way	The pedestrian/cyclist entrances off the Right of Way would have pedestrians/cyclists exiting the property immediately onto the Right of Way. Given that the Right of Way carries some traffic, the pedestrian visibility at the entrances should be improved.
Service Cabinet Doors	Any service cabinet door opening onto a Public Highway must swing 180-degrees and be latched to the building when opened.

## Attachment 5 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments

### IMPACT ON COUNCIL ROAD ASSETS

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

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

### ENGINEERING CONDITIONS

#### Civil Works

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

- Uplifted and subsided sections of kerb and channel along the property's Gipps Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Gipps Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- All redundant property drains are to be removed and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.

#### Public Lighting

- Lighting for pedestrian access along the Right of Way must comply with the minimum lighting level of P4 as per the Australian Standard AS/NZS 1158.3.1:2005 *Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements*. The lighting levels of all existing public lights near the site must be measured and checked against the AS/NZS 1158.3.1:2005 to determine whether new or upgraded public lights are required. The supply and installation of any additional or upgraded lighting, poles or other fixtures shall be funded by the Permit Holder and to the satisfaction of the Responsible Authority.
- The developer must ensure that lighting from any existing or new lights does not spill into the windows of any new residences or any existing nearby residences. Any light shielding that may be required shall be funded by the Permit Holder.

#### 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.

**Attachment 5 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments****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.

**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 <i>Building Regulations</i> 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 <i>Local Government Act</i> 1989 and Regulation 133.
Electrical Assets – North Side of Gipps Street	Overhead power lines run along the north side of Gipps Street and near the south-east corner of the site, 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, <i>Building design near powerlines</i> , which can be obtained from their website:  <a href="http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs">http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs</a>



# Planning Referral

**To:** Lara Fiscalini  
**From:** Chloe Wright  
**Date:** 25/03/2019  
**Subject:** Strategic Transport Comments  
**Application No:** PLN18/0902  
**Description:** Construction of a multi-storey building (maximum 7 storeys) and a reduction in the car parking requirements associated with office use  
**Site Address:** 48-50 Gipps St Collingwood VIC 3066

I refer to the above Planning Application referred on 01/02/2019, and the accompanying Traffic report prepared by Ratio: traffic consultants in relation to the proposed development at 48-50 Gipps St, Collingwood. Council's Strategic Transport unit provides the following information:

## Access and Safety

The following safety and access concerns should be addressed:

### Issue One – Access to visitor bicycle parking spaces

SD05\_02 East Elevation shows two entrances to the proposed development at Rokeby Street. However, SD02\_01 Ground Floor Plan only shows one set of doors adjacent to the shower and locker room facilities. Clarification is required to confirm there is a second entrance adjacent to the coffee pop-up. If there are two entrances at Rokeby Street, the location of the visitor bike parking is acceptable.

### Issue Two – Pedestrian and Cyclist access at Rokeby Street

The primary pedestrian and cyclist entrance via Rokeby Street will increase the number of pedestrians and cyclists using the laneway. The Traffic Report provides limited information about how this could change the operation of the laneway and any potential safety issues for pedestrians and cyclists. Further information is required regarding how the laneway will function as a result of the proposed access arrangement and how this will be managed to mitigate possible safety issues for pedestrians and cyclists.

### Issue Three - Graphic entry markers

There is concern about the durability and future maintenance of the proposed graphic entry markers at Rokeby Street. Additionally, a paint treatment applied to a ground surface must include an anti-skid material to ensure the surface is slip resistant. Further information is required about the type of anti-skid material that would be applied with a paint treatment.

## 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
--------------	----------------	------------------------	------------------------	-------------------------

**Attachment 6 - PLN18/0902 - 48-50 Gipps St Collingwood - Strategic Transport comments**

Office (other than specified in the table)	2,313 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	8 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	2 visitor spaces.	
Retail premises (other than specified in this table)	9 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.	
Bicycle Parking Spaces Total			8 employee spaces	46 employee spaces
			2 visitor spaces	6 visitor spaces
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	4 showers / change rooms	4 showers / change rooms

The development provides a total of 38 additional employee spaces and 4 additional visitor spaces above than required by the planning scheme.

The BESS rate required for the development is 24 employee spaces and 5 visitor spaces. The development provides 22 additional employee spaces and 2 additional visitor spaces than required by BESS rates.

**Adequacy of visitor spaces**

6 visitor bicycle spaces are proposed within the entry courtyard, adjacent to one of the entrances at Rokeby Street. The provision of the visitor spaces is adequate for the following reasons:

- 6 spaces exceeds the statutory rate, and Council's best practice recommended rate (4 spaces<sup>1</sup>)
- Spaces are provided as horizontal at grade spaces, in a location with good levels of passive surveillance and in a location easily accessible to visitors of the site (based on requested confirmation that there are two entrances proposed at Rokeby St).
- Spaces and accessways appear to meet the standards set out in AS890.3.

**Adequacy of employee spaces***Number of spaces*

The number of employee bicycle spaces exceeds the statutory rate and Council's Best Practice rate (24 spaces<sup>2</sup>) and is acceptable.

*Design and location of employee spaces and facilities*

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

- Dimensions of the bike storage room layout are not shown on SD02\_01 Ground Floor Plan. The clearance between the two tier racks and the walk racks appears to be 2m. This is inconsistent with the 2.8m aisle width outlined in the SecuraBike product sheet. The layout of the bike storage room should be amended to show a minimum clearance of 2.8m between the two tier bike parking and wall racks (with a 1.2m high bicycle stored on the wall rack).

<sup>1</sup> Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends 1 visitor space to each 500sqm of office floor space.

<sup>2</sup> Category 6 of the BESS offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings" and the following 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

## Attachment 6 - PLN18/0902 - 48-50 Gipps St Collingwood - Strategic Transport comments

- The electric bike charging points should be relocated from the wall racks to a horizontal parking spaces. The layout of the bike storage room should be amended to replace a section of the two tier bike racks to accommodate 2 flat horizontal spaces dedicated for electric bike charging.

### **Green Travel Plan**

It is noted the applicant has supplied a Green Travel Plan (GTP). The GTP is generally adequate, however should be modified to include:

- (a) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
- (b) details of GTP funding and management responsibilities;
- (c) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
- (d) security arrangements to access the employee bicycle storage spaces;
- (e) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
- (f) Reference to the E-bike charging facilities.
- (g) 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) Dimensions of bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.
- (b) An aisle width of 2800mm between the two tier bike racks and wall racks.
- (c) Two flat horizontal spaces dedicated for e-bike charging in the bike storage room.

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

### **Ongoing Green Travel Plan Requirement**

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

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

Regards

**Chloe Wright**

Sustainable Transport Officer  
Strategic Transport Unit



**Attachment 7 - PLN18/0902 - 48-50 Gipps St Collingwood - Final Urban Design Advice**



# MeMO

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**TO:** Lara Fiscalini  
**FROM:** David Pryor  
**DATE:** 2 April 2019  
**SUBJECT:** 48-50 Gipps St Collingwood  
**APPLICATION NO:** PLN18/0902  
**DESCRIPTION:** Construction of a 7 storey office building

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Urban design comments have been sought on:

- Proposed design of the office development;
- Integration with surrounding built form;
- Ground floor entry-way including laneway activation; and
- Whether there are any capital works approved or proposed in the vicinity.

## COMMENTS SUMMARY

Despite some very positive elements (the fine grain of subdivision, retaining the existing facades and splitting the building in two), this proposal is not supported in its current form. In summary, the following changes are recommended to make the proposal more acceptable from an urban design perspective:

- increase the front setback to align with the step in the height of the existing building;
- as a minimum, *either* set back the main building forms at least 1m from the east boundary or reduce their height by one storey;
- set back the two top levels at least 1m from the west boundary;
- refine the way in which laneway entries are identified to establish a clear hierarchy;
- in liaison with the Arts & Culture Unit, Engineering Services and others, improve the laneway graphics;
- achieve a more coherent relationship between the three facades at each end of the building so that it reads well in the round; and
- indent the east wall of Level 5 to align with the wall above.

There are no known planned capital works around the site which are being led by the Urban Design team.

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## SITE AND CONTEXT

This section of Gipps St is zoned C2Z.

The site is located within Gipps Precinct, where DDO11 applies. The Preferred Future Character includes: *"A built form business and commercial environment which builds on the existing fine grain industrial nature of the area that allows for innovation and interest."*

## Attachment 7 - PLN18/0902 - 48-50 Gipps St Collingwood - Final Urban Design Advice

*A vibrant and safe street environment due to an increasing amount of street oriented development, particularly on Gipps and Langridge Street.*

*A consistent streetscape with active street-frontages and well articulated buildings with street facades built to a height of up to 3-4 storeys. Taller built form will be set back from property boundaries and spaced to create new interest and variety in building forms."*

No heritage overlay applies, but HO312 affects land opposite the site, to the north and east.

### DEVELOPMENT PROPOSAL

Above the existing single-storey brick "podium", the proposal adds a pair of forms reaching 5 storeys, filling the width of the site, set back 1m from the front and 3m from the rear, and separated by a central courtyard. Atop the front component, an additional 2-storey element is proposed, set back 7.43m from Gipps St and about 1.8m from the laneway.

### URBAN DESIGN FEEDBACK

#### Building Layout and Public Realm Interface

The location of the main access on the lane is supported, together with the separate entry to Office 1 directly from Gipps St. The courtyard and Coffee Pop-up could become a "hidden secret" in the neighbourhood. However, there is some confusion between the two laneway entries, both of which are similarly painted; if the intention is that the public enter through the courtyard, then the door north of the courtyard should be less prominent.

I have not reviewed the landscape drawings, but note that the tree in the courtyard could be a very positive component of the development; if the tree canopy becomes sufficient to overhang the wall, it will help to mark the entry.

The impact of site services and vehicles is kept to a reasonable minimum, noting the lack of vehicular access crossing footpaths.

A graphic is proposed, involving painting the lane as well as parts of the building, to draw people up the lane to the entry points. While the rationale of painting the lane is appreciated, further work is considered necessary to ensure that the treatment would function well, present well into the future and not become a privatised space. The pale, flat, untextured paintwork is likely to become marked and discoloured, and a highly durable, non-slip coating system would be needed, along with an agreed maintenance regime. It is further recommended that the applicant liaise with the Arts & Culture Unit, Engineering Services and potentially other branches on this matter.

#### Built Form and Massing

The development of this narrow site (rather than consolidating sites) is helpful in maintaining the fine grain of subdivision. Further, the central courtyard is commended as an effective way of limiting the bulk of the building and facilitating sun and sky views between the two main forms.

DDO11 advocates: *street facades built to a height of up to 3-4 storeys. Taller built form will be set back from property boundaries and spaced to create new interest and variety in building forms.* It provides that *"Taller built form may be appropriate on larger sites able to provide adequate setbacks ... and avoid overshadowing of neighbouring properties"*. However, the subject site is not a "larger site", being only about 10m wide and providing limited scope for adequate side setbacks to mitigate the impact of a tall building.

DDO11 further provides that *"Development above 4 storeys should: ...*

## Attachment 7 - PLN18/0902 - 48-50 Gipps St Collingwood - Final Urban Design Advice

- *Minimise overshadowing of adjoining streets, public spaces or private properties*
- *Be set back from along the northern side of ... Gipps Street".*

The retained external walls potentially provide a human-scaled base to the development, but from most viewpoints the current proposal would be experienced as a 5- or 7-storey building, not 1-storey, due to the minimal provision of setbacks.

### Gipps St Interface

The 1m front setback is not considered sufficient, particularly given that extensive projections extend about two thirds of the way across this setback. It is recommended that the front setback be increased to about 4.5m to align with the step-down in the existing building and to approximately align with the setback of the terrace houses east of the site. This increased setback would reduce shadow impacts, help the development integrate with the mainly 1- to 2-storey streetscape and reduce the length of tall form impacting on the laneway. It would also improve the amenity of the level 1 office space which looks onto the rear face of the retained façade.

### Laneway Interface

The proposal includes 5-storey high walls along most of the length of the laneway with zero setback. This is not consistent with the Design Guidelines under Clause 22.10-3.3, which include: *New development which abuts a laneway should be no higher than 2 storeys and should not affect the amenity of neighbouring residential properties.* While there is scope for greater height in this instance, given the robust industrial character of much of the area and the intensification of development, the current proposal is considered to have excessive impact on the laneway.

To effectively articulate the main building forms from the existing base, new development should be set back from the east boundary. It is acknowledged, however, that this would result in narrow floor plates. It may therefore be more appropriate to address laneway impact by reducing the height of the building rather than by setting it back. It is recommended that the main building forms *either* be set back at least 1m from the east boundary *or* be reduced in height to a maximum of 4 storeys.

### Singleton Street Interface

To Singleton Street, the upper levels are setback 3 metres from the existing single-storey facade, reaching an overall height of 5 storeys. By contrast, most buildings in the heritage overlay to the north are 1 or 2 storeys, including 2 Dight St (opposite the site), where the 2 storey component is set back from the west, south and east boundaries. To improve this transition, it is recommended that one storey be deleted from the north wing. The above-mentioned alternative of introducing a setback from the east boundary would also be beneficial (reducing the width and bulk of the building), but less so than reducing the height to 4 storeys. Ideally, both the width and height of the north wing would be reduced.

### West Boundary Interface

A zero setback is considered appropriate along the west boundary, given the likelihood of corresponding future development on the adjoining site. Considering the cumulative effect of such development, it is recommended that the boundary wall should not exceed 4 to 5 storeys, above which any additional built form should be set back from the common boundary to ensure that upper forms are well spaced.

From the southwest, the full 7 storey height of the current proposal would be clearly visible. It is recommended that the two top levels be set back at least 1m to reduce the height of the boundary

## **Attachment 7 - PLN18/0902 - 48-50 Gipps St Collingwood - Final Urban Design Advice**

wall and to ensure that the upper form is a recessive element, separated from any future development to the west.

### **Building Design and Finishes**

The retention of the existing single-storey external walls is commended, the aged brick masonry helping the development to integrate with the neighbourhood. It is recommended that the relationship between new and existing construction be improved by increasing the front setback to align with the step-down in the existing building and/or by setting the new east wall back above the ground floor. (See above.)

The main building forms have different finishes to each of the east, south (and north) and west facades – terracotta, glass and concrete respectively. This does not help to give the building a cohesive image. It is recommended that further consideration be given to the presentation of the building in the round.

The rationale for varying the angle of the sunshades is not clear; while the incorporation of small-scale secondary elements is supported in principle, the effect of the current geometry is not considered entirely convincing, and may be worth reconsidering as part of the above-recommended review.

It is recommended that, if the top two levels are retained, the wall alignment of Level 5 should match that of level 6 (curved on the east side) to make the design more coherent. These levels should also be fully set back from the west boundary so as to present more as a pavilion atop the building – a secondary element – and to more strongly articulate between the main building components.

The above advice is limited to urban design issues, and does not address ESD, amenity or heritage, for example.

**Attachment 8 - PLN18/0902 - 48-50 Gipps Street, Collingwood - WMP comments**



**Date:** 4 March 2019

**Property Address:** 48-50 Gipps Street, Collingwood

**Application No:** PLN18/0902

**CITY WORKS BRANCH – COMMENTS ON WMP**

**PATRICK ORR**

**COMMENTS:**

The waste management plan for 48 Gipps St, Collingwood authored by Leigh Design and dated 07/02/2019 is satisfactory from a City Works Branch's perspective.

Regards,

Patrick Orr  
Acting Services Contracts Coordinator  
City Works  
Yarra Operations Depot, Clifton Hill

City of Yarra PO Box 168 Richmond 3121  
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**Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments**

## Sustainable Management Plan (SMP)

Referral Response by Yarra City Council

**Assessment Summary:**

Planning Application No:	PLN18/0902	Date:	4/3/19
Subject Site:	48 Gipps St, Collingwood		
Responsible Planner:	Lara Fiscalini		
ESD Advisor:	Scott Willey		
Project Description:	Construction of a multi-storey building (maximum 7 storeys) and a reduction in the car parking requirements associated with office use.		
Site Area:	Approx. 662 m <sup>2</sup>	Site Coverage:	100 %
Pre-application meetings:	No ESD involvement noted.		

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## Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

### Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



#### ESD in the Planning Permit Application Process

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

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

#### 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 SJB Architects (16/11/18).
- ESD report – Sustainability Management Plan prepared by Hip v Hype (November 2018).
- Landscape drawings – prepared by MALA Studio (Town Planning issue)

#### Assessment

This application largely does meets Council's Environmental Sustainable Design (ESD) standards.

The architectural drawings, the Sustainable Management Plan (SMP), and landscape plans for the above project were reviewed against the WSUD (LPP 22.16), and ESD (LPP 22.17) policies.

Further information is needed before the project proposal could be considered to meet Council's standards for best practice. Comments on areas where improvement could be made are itemised below:

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are conditioned to be addressed in an updated SMP report and are clearly shown on Condition 1 drawings.

ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

# Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

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



### Details

#### 1. Application ESD Commitments

- **BUG** – A building users guide including a Green Travel Plan
- **Natural light** – Good access to natural light
- **Efficient Appliances** – Energy efficient appliances with electric heat-pump hot water systems
- **Lighting** – Efficient lighting including: sensors switches, daylight zones, and all LED lamps
- **Peak energy** - Peak energy demand reduction through a 30 kW photovoltaic array
- **Water efficiency** – Water efficient fixtures, fittings, equipment, landscaping & irrigation
- **Stormwater management** - Capture of rainwater for reuse for flushing toilets and irrigation with a STORM rating of 107
- **Material volume** – Retention and reuse of existing building structure with dematerialisation.
- **Material impacts** - Include use of third-party certified timber and cement substitution
- **Cyclist facilities** - 46 for parks for occupants, 6 parks for visitors with end-of-trip showers and lockers, as well as a bicycle repair station
- **Construction waste** - High recycling target for demolition / construction waste
- **Operational waste** - Hard and organic waste provision with additional segregated recycling streams
- **Vegetation** – Increased on-site greening with green walls, green roof and deep-root tree planting.
- **Communal open space** – Ground/ rooftop communal open space with garden access
- **Innovation** – Utilisation of PV array to shade roof terrace as well as a car-free development

#### 2. Application ESD Deficiencies:

- **Non-committal language** – This report contains statements which use non-committal language and therefore are unable to be assessed. This includes general statements about the potential benefits of some actions and/or technologies without a commitment to clear design outcomes or performance measures by the applicant.
  - Revise language – Reword statements using language such as for example: “aim to”, “investigated”, “will be considered”, “should” or “are recommended”, to that which provides a clear commitment to the design outcomes and performance measures proposed by the applicant.

#### 3. Outstanding Information:

Provide the following information:

- **Unpublished BESS Report** - The project is required to be ‘published’ from the BESS website to allow it to be reviewed. This can be done by clicking the ‘review and submit’ tab in the widget on the left hand side of the screen.
- **Natural light** – Light shelves are mentioned but with no detail. Provide a typical details and locate on plans.
- **Natural ventilation** – There is insufficient detail of the type, and location of operable window sashes to establish if natural ventilation is effective.
- **Thermal performance** – Provide detail of thermal insulation generally per element with scope of double glazing to be provided
- **Shade** – Indication of effective shading for all sun exposed glazing are sought
- **Heating and cooling** – Provide more detail of space heating and cooling system operation and efficiencies.
- **Commissioning** – Provide detail of HVAC and building systems commissioning and tuning commitment
- **Stormwater layout plan** – Provide a plan which shows the full site with all catchment areas and treatment measures annotated as per that in the modelling report.
- **Maintenance manual** – Provide a maintenance manual for the rainwater tank.
- **Materials** – Provide clarity of principal construction materials and scope of impact reduction strategies for materials named.
- **Organic waste** – Describe the type of organic waste and locate on plans

Clearly show on the drawings and annotate the following:

#### FLOOR PLANS

- **Rainwater tank** – Indicate any tank position and annotate size, and water reuse.

## Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

### Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



- **Fire test water tank** – Indicate any tank position, and annotate size, and water reuse.
- **Electric bicycles** – Annotate any electrical bike charging points are to be provided.
- **Sun shading** – Indicate effective shading for all sun exposed glazing to habitable rooms.
- **Double glazing** – Annotate the extent of double glazing to be provided to windows and glazed doors of habitable rooms.
- **Plant** – Indicate the location of plants such as condenser units and external hot water systems on the drawings.

#### ELEVATIONS

- **Sash operation** – Indicate sash operation for all windows and glazed doors.
- **Sun shading** – Indicated effective shading as above.

#### 4. ESD Improvement Opportunities

Consider inclusion of the following to further reduce the negative impacts of the proposal:

- **Accredited builder** - Consider requiring constructors to have ISO14001 accreditation
- **Bicycles** – Consider provision of charging points for electric bicycles, and an on-street bicycle hoop as appropriate.
- **Mechanical system tuning** – Consider committing to a 12 month tuning program following initial system commissioning.

#### Further Recommendations:

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

## Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

## Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



## 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*
Thermal Comfort	Good thermal comfort is determined through a combination of good access to ventilation, balanced passive heat gains and high levels of insulation.	<ul style="list-style-type: none"> <li>• Please refer to section on, NCC Energy Efficiency Requirements Exceeded and Effective Shading               <ul style="list-style-type: none"> <li>- Ventilation – See comments below.</li> <li>- passive heat gains – See comments in shading in Energy</li> <li>- insulation – See comments on Insulation in Energy</li> </ul> </li> </ul>	-
	Unclear access to natural ventilation.	<ul style="list-style-type: none"> <li>• Council's Best Practice Standard is for all dwellings to be effectively naturally ventilated, either via cross ventilation, single-sided ventilation or a combination. Further details are required to establish if natural ventilation is effective.               <ul style="list-style-type: none"> <li>- <b>Operability</b> - Window and door format and sash operation need to be clearly indicated using architectural drawings conventions. Consider sashes that are wind and rain resistant when open, and that can be locked in an ajar position to increase likelihood of use when unattended, and allow 'night-purging' in warmer months.</li> <li>- <b>Cross-ventilation</b> – Consider adequate opposing openings to allow effective cross-ventilation of each level with higher level windows (to avoid draft nuisance)</li> </ul> </li> </ul>	3
Daylight & Solar Access	Good daylight access good	-	3
External Views	External views from most dwellings.	-	1
Hazardous Materials and VOC	Low or zero VOC paints	<ul style="list-style-type: none"> <li>• <b>Minimise harmful pollutants</b> – Council policy is for the reduction of indoor air pollutants by encouraging use of materials with low toxic chemicals.               <ul style="list-style-type: none"> <li>- Consider committing to low-formaldehyde products, including providing a reference to an external standard for maximum VOC for itemised for particular types of finishes, adhesives and sealants, such as the Green Star tool credits for 'Indoor Pollutants' (13.1 Paints, Adhesives, Sealants and Carpets, 13.2 Engineered Wood Products).</li> </ul> </li> </ul>	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:  
 Good Environmental Choice Australia Standards  
 Australian Green Procurement  
 Residential Flat Design Code  
 Your Home

[1. Indoor Environment Quality](#)  
[www.geca.org.au](http://www.geca.org.au)  
[www.greenprocurement.org](http://www.greenprocurement.org)  
[www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)  
[www.yourhome.gov.au](http://www.yourhome.gov.au)



# Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

## Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



## 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*
Insulation	BESS Report notes a 12% improvement on legal minimum thermal performance.	<ul style="list-style-type: none"> <li>• <b>Section J</b> – Provide the preliminary Section J report noted in Energy credit 1.1, and included generic element insulation levels</li> </ul>	3
Hot Water System	Centralised air-to-water heat pumps.	<ul style="list-style-type: none"> <li>• Further to page 5 of the SMP, nominate the efficiency (COP) for heat pump units. Consider a highly insulated flow-and-return reticulation system (with insulation 10% greater than that required under BCA Section J7).</li> </ul>	3
Peak Energy Demand	Peak demand reduced through various initiatives including photovoltaics, and HWS.	-	1
Effective Shading	Shading is indicated.	<ul style="list-style-type: none"> <li>• Provide details of effective shading of the all sun-exposed glazing to habitable rooms to east, north and west. Typical details of east and northern façade glazing is sought.</li> </ul>	3
Efficient HVAC system	Efficient reticulation of refrigerant is proposed over ducting conditioned air. The HVAC will utilise an Economy cycle and wider comfort band set-points.	<ul style="list-style-type: none"> <li>• Space heating/cooling systems - Council's Best Practice Standard is for energy efficient heating and cooling systems to be installed that are within one energy star rating of the best available. Consider: <ul style="list-style-type: none"> <li>- Refrigeration – Describe air-condition system, if it is water-based and what its efficiency (COP) is.</li> <li>- Economy cycle – Confirm if a full economy cycle capacity is to be provided.</li> <li>- Set-points – Give detail of space conditioning set-points noted on page 3 of the SMP.</li> </ul> </li> </ul>	3
Efficient Lighting	Energy efficient lighting with full utilisation of LED lamps, a 20% improvement on 2016 NCC minimum requirements, daylight zones, and use of sensor switches.	<ul style="list-style-type: none"> <li>• <b>Lighting Power density</b> – Commitment is given to improve lighting power density over 2016 NCC lighting power densities, however it the changes from May 2019 are in some cases less than half of these. Consider committing to match the NCC 2019 standard at a minimum.</li> </ul>	3
Electricity Generation	A 30 kW rooftop photovoltaic array, which is utilised to provide shade.	-	1

### \* Council Assessment Ratings:

1 – Design Response is **SATISFACTORY**  
2 – Design Response is **NOT SATISFACTORY**

3 – **MORE INFORMATION** is required;  
4 – **ESD IMPROVEMENT OPPORTUNITIES**

## Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

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



#### References and useful information:

SDAPP Fact Sheet:	<a href="#">2. Energy Efficiency</a>
House Energy Rating	<a href="http://www.makeyourhomegreen.vic.gov.au">www.makeyourhomegreen.vic.gov.au</a>
Building Code Australia	<a href="http://www.abcb.gov.au">www.abcb.gov.au</a>
Window Efficiency Rating Scheme (WERS)	<a href="http://www.wers.net">www.wers.net</a>
Minimum Energy Performance Standards (MEPS)	<a href="http://www.energyrating.gov.au">www.energyrating.gov.au</a>
Energy Efficiency	<a href="http://www.resourcesmart.vic.gov.au">www.resourcesmart.vic.gov.au</a>

## Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

## Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



## 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 showers - 5 Star toilets, tapware and dishwashers	• Efficient fixtures and fittings.	1
		• <b>Urinals</b> – Consider provision of a waterless urinal (ensure appropriate maintenance training is in place to avoid mal-operation creating odour nuisance). Each urinal use will save 3 litres of water.	4
Water for Toilet Flushing	Harvested rainwater is to supplement water used for toilet flushing.	-	1
Fire test water	Hydrant system test-water	-	1
Landscape Irrigation	Drip-irrigation of drought tolerant and/or xeriscaping species.	-	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:

Water Efficient Labelling Scheme (WELS)

Water Services Association of Australia

Water Tank Requirement

Melbourne Water STORM calculator

Sustainable Landscaping

[3. Water Efficiency](#)[www.waterrating.gov.au](http://www.waterrating.gov.au)[www.wsaa.asn.au](http://www.wsaa.asn.au)[www.makeyourhomegreen.vic.gov.au](http://www.makeyourhomegreen.vic.gov.au)[www.storm.melbournewater.com.au](http://www.storm.melbournewater.com.au)[www.ourwater.vic.gov.au](http://www.ourwater.vic.gov.au)

## Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

## Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



## 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	The STORM calculator models stormwater management to achieve a 107% rating.	-	1
Maintenance	-	<ul style="list-style-type: none"> <li>• Provide a maintenance manual for water sensitive urban design initiatives. These must set out future operational and maintenance arrangements for all WSUD measures appropriate to a complex project of this scale, including inspection frequency, cleanout procedures. This manual needs to be incorporated into any Building Maintenance Guide.</li> </ul>	2
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	15,000 litres of rainwater tanks will partially act in a detention capacity.	-	1
Stormwater Treatment	-	-	-

## \* 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:

Melbourne Water STORM calculator

Water Sensitive Urban Design Principles

Environmental Protection Authority Victoria

Water Services Association of Australia

Sustainable Landscaping

[4. Stormwater Management](#)[www.storm.melbournewater.com.au](http://www.storm.melbournewater.com.au)[www.melbournewater.com.au](http://www.melbournewater.com.au)[www.epa.vic.gov.au](http://www.epa.vic.gov.au)[www.wsaa.asn.au](http://www.wsaa.asn.au)[www.ourwater.vic.gov.au](http://www.ourwater.vic.gov.au)

## Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

## Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



## 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*
Existing Building reuse	A significant portion of existing building will be retained.	-	1
Reuse of Recycled Materials		<ul style="list-style-type: none"> <li>Consider use of recycled content in materials to reduce impacts, such as thermal insulation, concrete aggregate, metals etc.</li> </ul>	4
Concrete and Steel	Ordinary Portland Cement substitution mentioned.	<ul style="list-style-type: none"> <li><b>Concrete</b> - Provide clear commitment to OPC substitution, and/or use of recycled aggregate or water.</li> </ul>	3
Sustainable Timber	FSC or AFS certified timber	-	1
Dematerialisation	'raw' finishes discussed without detail of scope	-	1
Design for Disassembly	-	<ul style="list-style-type: none"> <li>Construction methodology can facilitate effective disassembly for potential reuse or recycling in the future (e.g. mechanical over chemical fixings etc.)               <ul style="list-style-type: none"> <li>Consider design-for-disassembly when detailing building elements, especially those with higher material volumes</li> </ul> </li> </ul>	4
Other	<p>The following material impact reductions were discussed but not qualified</p> <ul style="list-style-type: none"> <li>Red-list - Avoidance of Living Building Challenge Red-list mentioned with no clear commitments.</li> <li>PVC &amp; MDF – minimisation</li> <li>Local manufacture</li> </ul>	<ul style="list-style-type: none"> <li>Provide detail of scope of materials and or actions to be attempted. See notes on Red List materials under Innovation below.</li> </ul>	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:

Building Materials, Technical Manuals

Embodied Energy Technical Manual

Good Environmental Choice Australia Standards

Forest Stewardship Council Certification Scheme

Australian Green Procurement

5. Building Materials

[www.yourhome.gov.au](http://www.yourhome.gov.au)[www.yourhome.gov.au](http://www.yourhome.gov.au)[www.geca.org.au](http://www.geca.org.au)[www.fsc.org](http://www.fsc.org)[www.greenprocurement.org](http://www.greenprocurement.org)



## Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

## Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



## 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*
Green Travel Plan	A GTP is to be provided.	Car share – Provide details of nearby car share facilities in GTP	3
Minimised Car Impacts	No car parking on-site.	-	1
Bike Parking	46 occupant bicycle parks are proposed on-site.	-	1
	6 visitor bicycle parks are proposed on-site.	-	1
	Other improvements	<ul style="list-style-type: none"> <li>• <b>Delivery riders</b> - Consider the provision of bike parking to the street adjacent pedestrian entries to allow ready parking for visitors and couriers.</li> </ul>	4
	Bicycle repair station noted.	-	1
End of Trip Facilities	Four showers are provided with lockers not numbers.	<ul style="list-style-type: none"> <li>• <b>Lockers</b> – Provide detail of the number of lockers to be provide.</li> <li>- Consider provision of one locker per occupant bicycle park.</li> </ul>	3
Car Share Facilities	None noted.	<ul style="list-style-type: none"> <li>• See GTP above</li> </ul>	-
Electric vehicle charging	-	<ul style="list-style-type: none"> <li>• <b>Electric bikes</b> – Consider provision of appropriate electrical charging points for electric bicycles.</li> </ul>	4

## \* Council Assessment Ratings:

1 – Design Response is **SATISFACTORY**  
 2 – Design Response is **NOT SATISFACTORY**

3 – **MORE INFORMATION** is required;  
 4 – **ESD IMPROVEMENT OPPORTUNITIES**

## References and useful information:

SDAPP Fact Sheet:  
 Off-setting Car Emissions Options  
 Sustainable Transport  
 Car share options

Bicycle Victoria

[6. Transport](#)  
[www.greenfleet.com.au](http://www.greenfleet.com.au)  
[www.transport.vic.gov.au/doi/internet/icy.nsf](http://www.transport.vic.gov.au/doi/internet/icy.nsf)  
[www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/](http://www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/)  
[www.bv.com.au](http://www.bv.com.au)

## Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

## Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



## 7. Waste Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	A CWMP with a recycling/reuse target of 95% for construction and demolition waste has been set.	-	1
Operational Waste Management	In- building – dual bins are designated for waste and recycling	-	1
Additional recycling streams	Soft-plastics collection to be provided.	-	1
Hard waste (& e-waste)	Hard waste area indicated.	-	1
Green Waste	On-site compost or worm farm to be provided.	• Indicate location of organic waste solution on drawings.	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:

Construction and Waste Management

Preparing a WMP

Waste and Recycling

Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002) [www.environment.nsw.gov.au](http://www.environment.nsw.gov.au)

Waste reduction in office buildings (2002)

[7. Waste Management](#)[www.sustainability.vic.gov.au](http://www.sustainability.vic.gov.au)[www.epa.vic.gov.au](http://www.epa.vic.gov.au)[www.resourcesmart.vic.gov.au](http://www.resourcesmart.vic.gov.au)[www.environment.nsw.gov.au](http://www.environment.nsw.gov.au)[www.environment.nsw.gov.au](http://www.environment.nsw.gov.au)

## Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

## Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



## 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.	-	N/A
Maintaining / Enhancing Ecological Value	Landscaping to rooftop, green walls, and courtyard will enhance the ecological value. Planting includes productive species.	-	1
Heat Island Effect	The proposed development will incorporate green walls into the central light courts.	<ul style="list-style-type: none"> <li>• <b>Green roof</b></li> <li>• <b>Lighter horizontal surfaces</b> - Provide detail of the colour of roofing and paving material where these will be exposed to direct sun. Consider use of lighter colours while being cognisant of glare.</li> </ul>	1 4
Communal Spaces	A rooftop communal space is to be provided in addition to a courtyard.	-	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:

Department of Sustainability and Environment

Australian Research Centre for Urban Ecology

Greening Australia

Green Roof Technical Manual

[8. Urban Ecology](#)[www.dse.vic.gov.au](http://www.dse.vic.gov.au)[www.arcue.botany.unimelb.edu.au](http://www.arcue.botany.unimelb.edu.au)[www.greeningaustralia.org.au](http://www.greeningaustralia.org.au)[www.yourhome.gov.au](http://www.yourhome.gov.au)

## Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

## Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



## 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	The project is car free with	-	1
Innovative Social Improvements	Communal area provided with biophilic benefits.	-	1
New Technology	Cross laminated timber discussed without commitment.	Clarify commitment to CLT use.	4
New Design Approach	Existing building reuse, paired with dematerialisation and lower impact material select such as avoidance of Red List materials	Red List impacts on material supply chains come in part from commitment to advocacy within industry. Consider clarifying commitment for Red List material selection to include this.	4

## \* Council Assessment Ratings:

1 – Design Response is **SATISFACTORY**  
 2 – Design Response is **NOT SATISFACTORY**

3 – **MORE INFORMATION** is required;  
 4 – **ESD IMPROVEMENT OPPORTUNITIES**

## References and useful information:

SDAPP Fact Sheet:

Green Building Council Australia

Victorian Eco Innovation Lab

Business Victoria

Environment Design Guide

[9. Innovation](#)[www.gbca.org.au](http://www.gbca.org.au)[www.ecoinnovationlab.com](http://www.ecoinnovationlab.com)[www.business.vic.gov.au](http://www.business.vic.gov.au)[www.environmentdesignguide.com.au](http://www.environmentdesignguide.com.au)

## Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

## Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



## 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 Commissioning & Tuning	None noted	<ul style="list-style-type: none"> <li>Commission of mechanical systems, followed by a 12 month period of building tuning is considered good practice. Consider a commitment to commissioning followed by seasonal tuning for one year after completion.</li> </ul>	4
Building Users Guide	Building Users Guide to be provided and incorporate GTP.	-	1
Utility Meters	Individual meters are noted for water.	<ul style="list-style-type: none"> <li>Provide information of which utilities are to be individually metered</li> </ul>	3
Building Management System	-	-	
Contractor Accreditation	-	<ul style="list-style-type: none"> <li>Suggested ISO14001 accreditation to be a mandatory requirement.</li> </ul>	4
Construction Management Plan	-	-	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:

ASHRAE and CIBSE

International Organisation for standardisation

Keeping Our Stormwater Clean

[10. Construction and Building Management](#)[Commissioning handbooks](#)[ISO14001 – Environmental Management Systems](#)[A Builder's Guide www.melbournwater.com.au](http://www.melbournwater.com.au)



## Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

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



### Applicant Response Guidelines

#### Project Information:

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

#### Environmental Categories:

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

#### Objectives:

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

#### Issues:

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

#### Assessment Method Description:

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

#### Benchmarks Description:

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

#### How does the proposal comply with the benchmarks?

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

#### ESD Matters on Architectural Drawings:

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

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<b>1.2</b>	<b>PLN18/0642 - 27 McKean Street, Fitzroy North - Part demolition and construction of a second dwelling on a lot and associated reduction in the car parking requirements</b>
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## **Executive Summary**

### **Purpose**

1. This report provides Council with an assessment of planning application PLN18/0642 at No. 27 McKean Street, Fitzroy North for part demolition and construction of a second dwelling on a lot and associated reduction in the car parking requirements; and recommends approval subject to conditions.

### **Key Planning Considerations**

2. Key planning considerations include:
  - (a) Clause 22.02 – Development guidelines for sites subject to the Heritage Overlay;
  - (b) Clause 43.01 – Heritage Overlay;
  - (c) Clause 44.05 – Special Building Overlay;
  - (d) Clause 52.06 – Car Parking, and;
  - (e) Clause 55 – Two or more dwellings on a lot.

### **Key Issues**

3. The key issues for Council in considering the proposal relate to:
  - (a) Heritage;
  - (b) Special Building Overlay;
  - (c) Clause 55 (ResCode);
  - (d) Car parking reduction, and;
  - (e) Objector concerns.

### **Submissions Received**

4. Fourteen objections were received to the application, these can be summarised as:
  - (a) Design (height, scale, bulk, character);
  - (b) Impacts to heritage streetscape;
  - (c) Off-site amenity impacts (overlooking, overshadowing, loss of light, visual bulk);
  - (d) On-site amenity issues including provision of private open space to the existing and proposed dwellings;
  - (e) Overdevelopment of the site, with reference to non-compliance with the Clause 55 (ResCode) Standards associated with site coverage and permeability;
  - (f) Traffic and car parking concerns;
  - (g) Errors and inconsistencies on the plans including:
    - (i) Failure to locate adjacent habitable room windows on the plans;
    - (ii) Incorrect notation on the plans regarding dwelling layout;
    - (iii) Overall height dimensions not matching elevations; and
    - (iv) Windows being located below ground level.

### **Conclusion**

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

**CONTACT OFFICER:** Chris Stathis  
**TITLE:** Senior Statutory Planner  
**TEL:** 9205 5352

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**1.2 PLN18/0642 - 27 McKean Street, Fitzroy North - Part demolition and construction of a second dwelling on a lot and associated reduction in the car parking requirements**

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Trim Record Number: D19/92468

Responsible Officer: Senior Coordinator Statutory Planning

<b>Proposal:</b>	Part demolition and construction of a second dwelling on a lot and associated reduction in the car parking requirements.
<b>Existing use:</b>	Residential
<b>Applicant:</b>	Austin Maynard Architects C/O ASK Planning Services
<b>Zoning / Overlays:</b>	Neighbourhood Residential Zone (Schedule 1) Heritage Overlay (Schedule 327) Special Building Overlay
<b>Date of Application:</b>	28 August 2019 (Original lodgement) 30 April 2019 (Section 57A lodgement)
<b>Application Number:</b>	PLN18/0642

**Planning History**

1. Planning application PLN11/0411 was submitted to Council on 20 May 2011 for the construction of a new three-storey dwelling with frontage to Alfred Street. The application lapsed due to further information not being provided.
2. Planning Permit PLN13/1087 was issued on 29 September 2014 for the construction of a new, two-storey dwelling (second dwelling) fronting Alfred Crescent, including partial demolition and a reduction in the car parking requirements. The permit was subsequently amended pursuant to Section 72 of the *Planning & Environment Act 1987* to allow for changes to the plans and the introduction of new permit conditions. The permit expired on 29 September 2016.

**Background**

Lodgment of S57A plans

3. The applicant submitted an amendment to the application pursuant to Section 57A of the *Planning & Environment Act 1987* on 30 April 2019, making the following changes:
  - (a) Southern rake to bedroom 4 increased so that the southern wall of the room now has a height of approximately 4.9m (reduced from approximately 5.5m);
  - (b) Introduction of a small raked section to the southern wall of bedroom 3;
  - (c) Introduction of metal louvre screening to the west-facing windows of the first floor hallway;
  - (d) Relocation of the skylight of bedroom 4, maintaining a minimum sill height of 2.4m; and
  - (e) Notation provided to clarify that the proposed solar panels will have a maximum slope of 10 degrees.

**The Proposal**

4. The application is for partial demolition and construction of a second dwelling on a lot and associated reduction in the car parking requirements. The proposal can be summarised as follows:
  - (a) Demolition of the rear (i.e. Alfred Crescent) fence, sections of the eastern and western fences, the rear garage and the rear shed.

- (b) The construction of a second dwelling on the lot. The new dwelling would be located to the rear of the existing dwelling and would front Alfred Crescent. The new dwelling would accommodate:
  - (i) An open plan living, dining and kitchen area, a bedroom, laundry, powder room and bathroom at ground floor;
  - (ii) Three bedrooms and a bathroom at first floor.
- (c) The dwelling would provide one area of secluded private open space in the form of a courtyard located along the eastern boundary (adjacent to the courtyard of No. 177 Alfred Crescent). The dwelling would also provide two areas of private open space – a small light court in the southwest corner of the lot and the front setback of the proposed dwelling. A 1m high front fence, constructed of open metal pickets is proposed along the Alfred Crescent boundary;
- (d) The dwelling would be set back between 3-4 metres from Alfred Crescent and would be constructed along the east and west boundaries at ground floor except for a light-court and courtyard. At first floor, the dwelling would be constructed to the eastern boundary and with a setback of between 0m – 1.3m from the western boundary;
- (e) The dwelling would have an overall height of 6.57m and seeks to provide zero car parking spaces, thereby requiring a car parking reduction of three spaces (2 spaces for the proposed dwelling and 1 space for the existing dwelling).
- (f) The dwelling would be composed of a mix of materials including timber cladding, glass, fluted glass, metal cladding and brick. Timber cladding and glass would be used at the front facade (i.e. to Alfred Crescent).

## Existing Conditions

### Subject Site

5. The subject site is not located on a regular 90 degree alignment to the street. For clarity, the site boundaries will be described as follows: Alfred Crescent as north, McKean Street as south, north-eastern boundary as east, south-western boundary as west (as per elevations).
6. The subject site is located on the northern side of McKean Street, between Jamieson Street to the west and Grant Street to the east. The subject site is a long, narrow irregular allotment with a principal frontage to McKean Street and a rear access to Alfred Crescent.
7. The site has a frontage to McKean Street of 5.49m, a depth of between 50.29m and 52.12m and a second frontage of 5.83m to Alfred Crescent. The site has an overall area of approximately 281sqm.
8. The existing development on the site is a single-storey, single-fronted, attached Victorian-era dwelling which accommodates two bedrooms, a bathroom, a storage room and an open plan living, dining and kitchen area towards the rear. The dwelling has a frontage to McKean Street and is constructed flush to the eastern and western boundaries. The rear wall of the dwelling has a setback of approximately 29m from Alfred Crescent. There is a flat-roofed brick garage and another outbuilding constructed at the rear of the site. The garage is constructed directly on the Alfred Crescent boundary of the site with vehicle access from Alfred Crescent.
9. The rear yard of the existing dwelling contains a timber deck and paved area. The site is relatively flat and there is no noticeable change in level between the subject site and the adjoining sites.



**Figure 1:** The subject site (centre) as viewed from McKean Street (Google, 2016)



**Figure 2:** The subject site (centre, red brick) as viewed from Alfred Crescent (Planning Officer, June 2019)

*Title and Plan of Subdivision*

10. There are no restrictive covenants or easements listed on the certificate of title provided with the application.

Surrounding Land

11. The surrounding area is characterised as primarily residential, and generally consists of single and double-storey Victorian and Edwardian-era dwellings. Edinburgh Gardens (located to the north and west of Alfred Crescent) provides a large public recreational space with open gardens, sporting facilities and playgrounds.
12. The rear of the site abuts Alfred Crescent which is a curvilinear street that encircles the central parkland of Edinburgh Gardens and contains substantial numbers of row terraces, semi-detached and free standing houses of the Victorian and Edwardian eras; a number of which are individually significant to the heritage overlay.

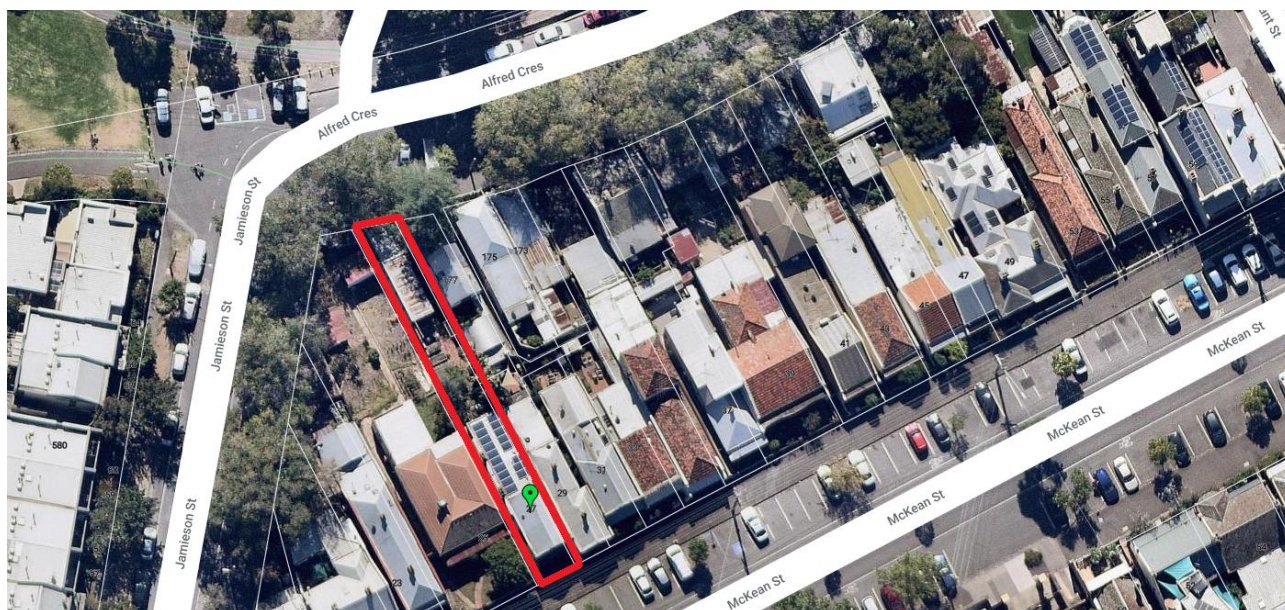


13. In contrast, the context of Alfred Crescent near the subject site is largely “back-of-house” with the section between Jamieson Street and Grant Street dominated by garages and rear fences of dwellings which front McKean Street. The dwellings which do front Alfred Crescent in this section (Nos. 169, 173, 175 and 177 Alfred Crescent) are generally provided with modest front setbacks with small gardens. Parking along this section of Alfred Crescent includes 90 degree spaces on the southern side, with a mix of 2 hour restrictions and resident permit restrictions. The northern side of this part of Alfred Crescent has unrestricted parallel car spaces adjacent to the Edinburgh Gardens.



**Figure 3:** Alfred Crescent streetscape with a dominance of garages fronting the street (Planning Officer, June 2019)

14. To the west of the subject site is a Victorian-era, double-fronted, single storey dwelling with a hipped, tiled roof fronting McKean Street. The dwelling is constructed flush to the common boundary with the subject site and is situated on a generous lot which is significantly larger than the majority of lots in the surrounding area. The dwelling has a setback of 8.5m from the street frontage, which includes the front verandah. The rear yard of the site is expansive and includes two outbuildings, one of which is constructed flush to the common boundary with the subject site. The dwelling presents a blank facade of the rear outbuilding to Alfred Crescent.
15. To the east are two dwellings – No. 29 McKean Street and No. 177 Alfred Crescent. The former is a single storey Victorian-era dwelling fronting McKean Street and is provided with a modest, north-facing area of SPOS. No. 177 Alfred Crescent Street is constructed to the north of No. 29 McKean Street and is a single storey Victorian-era dwelling with a post-war double-storey extension. The dwelling fronts Alfred Crescent with a front setback ranging from 3.8m to 4.6m and is listed as not-contributory to the heritage precinct. The dwelling is constructed flush to the common boundary with the subject site for a length of approximately 17m save for a courtyard located along the common boundary shared with the subject site.
16. To the south is McKean Street which is the principal frontage of the site. McKean Street is a wide local street with 90 degrees, unrestricted parking on each side of the street and tree planting along the median of the road. On the opposite side of the street are mainly single storey dwellings of the Edwardian and Victorian eras.



**Figure 4:** Subject site shown highlighted, and surrounding area (Nearmap, April 2019)

## Planning Scheme Provisions

### Zoning

17. The subject site is zoned Neighbourhood Residential Zone (Schedule 1). The following provisions apply:
  - (a) Pursuant to Clause 32.09-6, a planning permit is required to construct a second dwelling on a lot. Clause 55 (two or more dwellings on a lot) applies.
  - (b) Pursuant to Clause 32.09-4, the garden requirements do not apply to this application given that the subject site is less than 400sqm.
  - (c) Pursuant to Clause 32.09-9, a maximum building height of 9m applies. The proposal seeks an overall height of less than 9m and therefore satisfies this requirement.
  - (d) Pursuant to Clause 32.09-9, a maximum of two storeys applies. The proposal involves a double-storey building only and therefore satisfies this requirement.

### Overlays

18. The subject site is affected by the Heritage Overlay (Schedule 327). The following provision apply:
  - (a) Pursuant to Clause 43.01-1, a planning permit is required to:
    - (i) Demolish or remove a building, and;
    - (ii) Construct and carry out works.

### Particular Provisions

#### *Clause 52.06 (Car Parking)*

19. The proposal includes no on-site car parking for the existing or proposed dwellings and therefore seeks a planning permit for a car parking reduction pursuant to Clause 52.06-3. The reduction is for three spaces – two associated with the proposed (four bedroom) dwelling and one associated with the existing (two bedroom) dwelling.

### General Provisions

20. Clause 65 – Decision guidelines

### Planning Policy Framework (PPF)

#### *Municipal Strategic Statement (MSS)*

21. Relevant clauses are as follows:
  - (a) Clause 15.01 – Urban Environment
  - (b) Clause 15.03 – Heritage
  - (c) Clause 16.01 – Residential development



*Local Planning Policy Framework (LPPF)*

22. Relevant clauses are as follows:
- (a) Clause 21.04-1 – Accommodation and Housing
  - (b) Clause 21.05-1 – Heritage
  - (c) Clause 21.05-2 – Urban Design
  - (d) Clause 21.07-1 – Environmentally sustainable development

*Relevant Local Policies*

23. Relevant clauses are as follows:
- (a) Clause 22.02 – Development guidelines for sites subject to the heritage overlay
  - (b) Clause 22.16 – Stormwater management (water sensitive urban design)

Incorporated Documents

24. Appendix 8 to the City of Yarra Review of Heritage Areas, 2007 – The site is identified as being “contributory” to the Fitzroy North precinct (as identified by Schedule 327 to the Heritage Overlay).

**Advertising**

25. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 11 letters sent to surrounding owners and occupiers and by two signs displayed on site. Council received 14 objections, the grounds of which are summarised as follows):
- (a) Design (height, scale, bulk, character);
  - (b) Impacts to heritage streetscape;
  - (c) Off-site amenity impacts (overlooking, overshadowing, loss of light, visual bulk);
  - (d) On-site amenity issues including provision of private open space to the existing and proposed dwellings;
  - (e) Overdevelopment of the site, with reference to non-compliance with the Clause 55 (ResCode) Standards associated with site coverage and permeability;
  - (f) Traffic and car parking concerns;
  - (g) Errors and inconsistencies on the plans including:
    - (i) Failure to locate adjacent habitable room windows;
    - (ii) Incorrect notation on the plans regarding dwelling layout;
    - (iii) Overall height dimensions not matching elevations; and
    - (iv) Windows being located below ground level
26. A planning consultation meeting was held on 26 March 2019 and attended by two objectors, the applicant and Council planning officers. The applicant did not make any specific commitments to make changes on the evening, however submitted a Section 57A amendment to the plans on 30 April 2019 which reduce the scale of the development.
27. As the Section 57A amended plans reduce the scale of the proposal they have not been re-advertised as they would not cause material detriment to any person.

**Referrals**

External Referrals

28. The application was referred to Melbourne Water who raised no objection to the proposed development subject to the following conditions:

- (a) *Prior to the development plans being endorsed, amended plans must be submitted to Council and Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with surface and floor levels to Australian Height Datum (AHD) and must show:*
    - (i) *Finished floor levels of the storage areas/sheds to the existing and new dwelling must be set no lower than 24.63 metres to AHD.*
  - (b) *Finished floor levels of the dwelling must be constructed no lower than 26.78 metres to Australian Height Datum (AHD)*
  - (c) *The layout of the northern (front) boundary setback as shown on the submitted plans must not be altered without further written consent from Melbourne Water, this setback is to allow for the conveyance of overland flow.*
  - (d) *Finished floor levels of the external storage area to the new dwelling and the storage shed to the existing dwelling must be constructed no lower than 26.63 metres to AHD.*
  - (e) *Imported fill must be kept to a minimum on the property and must only be used for the sub floor areas of the dwelling.*
  - (f) *Any new front fence must be open style (50%) of construction or timber paling to allow for the conveyance of overland flow.*
  - (g) *Prior to the issue of an Occupancy Permit, a certified survey plan, showing finished floor levels (as constructed) reduced to the Australian Height Datum, must be submitted to Melbourne Water to demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.*
29. The permit applicant received written advice from Melbourne Water on 19 September 2018 allowing a transitioning front setback of between 3m and 4m from Alfred Crescent.
30. Council received comments from Melbourne Water on 18 February 2019 which required a minimum 4m front setback from Alfred Crescent.
31. Thus, these two comments from Melbourne Water were identified as being contradictory. Council notified Melbourne Water of this contradiction on 3 June 2019. In response, Melbourne Water provided an amended letter on 4 June 2019 which allows for the 3m-4m front setback from Alfred Crescent. This advice thus supersedes the original advice (received from Melbourne Water on 18 February 2019) and has been provided as an attachment to this report. The advice received from Melbourne Water is based on the advertised plans (i.e. not the decision plans).

#### Internal Referrals

32. The application was referred to the following units within Council:
- (a) Council's Heritage Advisor (formal);
  - (b) Council's Engineering Services Unit (informal).
33. Referral comments have been included as attachments to this report.
34. The referral comments are based on the originally lodged plans (i.e. the advertised plans). The Section 57A plans (i.e. the decision plans) were not re-referred to:
- (a) Council's Heritage Advisor because the changes sought will generally not be visible from the public realm and will therefore have no tangible impact on the heritage assessment of the proposal.
  - (b) Council's Engineering Services Unit because the amendment does not change the car parking reduction sought.
  - (c) Melbourne Water because the changes relate to the first floor of the proposed dwelling only, thereby having no impact on the flow of stormwater.

Pursuant to Clause 44.04-6, re-referral to the relevant floodplain authority is not required if, *in the opinion of the responsible authority, the proposal satisfies requirements or conditions previously agreed to in writing between the responsible authority and the floodplain management authority.*

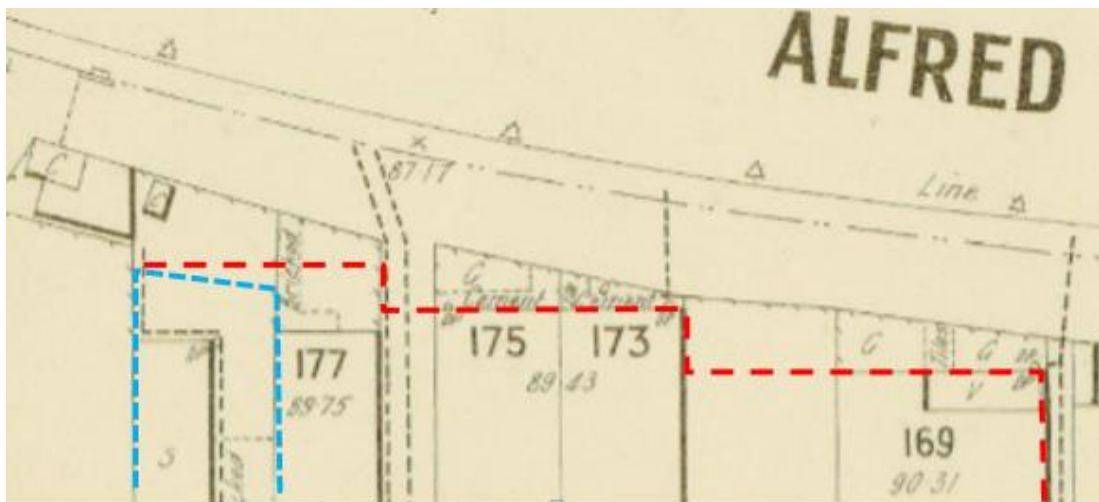
## OFFICER ASSESSMENT

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

- (a) Heritage;
- (b) Special Building Overlay;
- (c) Clause 55 (ResCode);
- (d) Car parking reduction;
- (e) Objector concerns; and
- (f) Other Matters

### Heritage

36. This section of the report is based on local heritage policy at Clause 22.02 and the decision guidelines of the Heritage Overlay at Clause 43.01. The proposal is supported from a heritage perspective and is discussed below.
37. The proposed scale of demolition is limited to the rear shed, garage and fences associated with the existing dwelling at the subject site. No demolition works are proposed to the existing dwelling, thereby retaining the contributory elements of the building. The garage and shed are visible from Alfred Crescent, however these buildings do not have any heritage significance. For these reasons the proposed scale of demolition will not unduly impact the existing heritage place or the broader heritage streetscape.
38. The proposed dwelling features a front setback ranging from 3m to 4m which is generous relative to the front setbacks of the nearest contributory buildings fronting Alfred Crescent (i.e. Nos. 169, 173 and 175 Alfred Crescent, which have narrow front setbacks ranging from approximately 0.4m to 2.6m). The proposed front setback thus allows for the continued visual hierarchy of these contributory properties and ensures a recessive appearance of the proposed development when viewed from the public realm. Further Council's Heritage Advisor assessed the historic pattern of development along this section of Alfred Crescent and found that the proposed front setback of the development was acceptable (refer to extract from the Heritage Advisor's advice at figure 5 below).



**Figure 5:** Extract from Council's Heritage Advisor's comments, with the observed pattern of Alfred Crescent front setbacks in red and the footprint of the proposed dwelling in blue.



39. The dwelling proposes a boundary-to-boundary presentation to Alfred Crescent, both at ground and first floor. This is considered acceptable given the generous front setback proposed, which helps the development align with the “not-contributory” building to the east and allows the development to be somewhat obscured by the existing rear built form at the rear of the west-adjointing property.  
Further, numerous buildings in the area are constructed from boundary to boundary and is a common feature in the area (e.g. the two-storey terraces found along Alfred Crescent, further north). Council’s Heritage Advisor was also supportive of the boundary-to-boundary construction.
40. The proposed dwelling has been designed with a contemporary style whilst referencing the contributory elements of the older building stock in the surrounding area in accordance with local heritage policy at Clause 22.02 which encourages new development to be distinguishable from original historic fabric. The proposal includes vertical-rectangular format windows presenting to Alfred Crescent which are reflective of fenestration of the Victorian and Edwardian-era buildings in the heritage precinct. The remainder of the front façade is proposed to be composed of timber cladding in vertical rectangular formats which match the aforementioned windows, together providing a simple, contemporary response that is reflective of the surrounding precinct.
41. The proposed roof form is flat and similarly to the above, will provide a contemporary aesthetic that clearly distinguishes the dwelling from original buildings in accordance with local policy at Clause 22.02. The proposed flat roof form is not necessarily reflective of contributory buildings in the surrounding precinct, however with the dominance of flat-roofed garages along this section of Alfred Crescent, it is considered acceptable. Further, the flat roof is reflective of other two-storey Victorian-era townhouses where the roof is not visible.
42. The proposed material palette includes timber cladding, recycled brick, glass and a steel picket front fence. These provide a contemporary interpretation of materials found within the contributory fabric in the surrounding heritage precinct in accordance with local heritage policy at Clause 22.02.
43. The overall height of the proposed dwelling at 6.57m is commensurate with other double-storey built form along this part of Alfred Crescent, including No. 177 Alfred Crescent (approximately 6.9m) and No. 165 Alfred Crescent (6.4m).
44. The proposed front fence is proposed to be low (1m in height) and of a high permeability (50%), allowing views into the site from Alfred Crescent. This complies with local heritage policy at Clause 22.02 which encourages front fences to be a maximum of 1.2m in height (if solid) or 1.5m in height (if more than 50% permeable).
45. The design of the front fence includes a simple metal picket which provides a contemporary yet respectful aesthetic in accordance with the appearance of the proposed dwelling.
46. The southern side of Alfred Crescent between Grant Street and Jamieson Street features three contributory buildings and two not-contributory buildings fronting Alfred Crescent. The remainder of this part of the street is made up of rear boundary fencing and garages associated with dwellings on McKean Street (ten properties). This section of Alfred Crescent is dominated by a back-of-house context and does not form a consistent heritage streetscape such as other parts of Alfred Crescent to the northeast. The proposed dwelling, whilst visible from the public realm, is therefore not considered to pose an unreasonable impact to the heritage streetscape.
47. Whilst Council’s Heritage Advisor was largely supportive of the proposed development, the following recommendations were made:

- (a) *That some form of balustrading element must be added to the façade of the proposed building to mitigate the current 'box like' form;*

The proposed northern façade of the dwelling provides a simple, restrained aesthetic. The introduction of a balcony balustrade would create a feature which would attract the eye to the development and does not correlate with adjacent development. For these reasons and given the assessment detailed earlier the recommendation is considered unnecessary.

- (b) *That the extent of glazing in the façade must be reduced to around 40%;*

The proportion of glazing is 45% (approximately) and is therefore around 40% as recommended. The front door of the dwelling, whilst an opening, is proposed to be constructed of timber, reducing the extent of glazing across the façade. The front façade windows have been designed to reference the vertical-rectangular fenestration of contributory dwellings in the surrounding area. In light of these considerations, it is considered that this recommendation would have little impact on the overall aesthetic of the dwelling.

- (c) *That the timber façade cladding must be substituted for masonry, render or similar.*

There is a prevalence of timber in the contributory buildings in the surrounding area (particularly in elements such as front fencing and window frames). Further, as previously outlined, this section of Alfred Crescent features few contributory buildings fronting the street, with a majority of interfaces composed of fencing or post-war garages. As a result, the proposed material palette will not unduly impact the existing heritage streetscape and it is considered unnecessary to impose this recommendation.

#### Special Building Overlay

48. A key purpose of this overlay is *to ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*
49. Council relies on the advice of the relevant floodplain authority when assessing development against this provision. Referral comments received from Melbourne Water in June 2019 confirm that the authority has no objection to the proposed development subject to a number of conditions. These conditions ensure an appropriate response to potential flooding in the area.

#### Clause 55 (ResCode)

50. Clause 55 includes design objectives and standards to guide the assessment of new residential development. Given the site's location within a built up inner city residential area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test. The following objectives are not relevant to this application:
- (a) Dwelling diversity objective – only applicable to developments of ten or more dwellings;
  - (b) Open space objective – only applicable to developments with communal open space;
  - (c) Access Objective - the proposal does not create any new crossovers;
  - (d) North-facing windows objectives – there are no north-facing habitable room windows located within 3m of the proposed development;
  - (e) Parking location objective – the proposal does not provide car parking; and

- (f) Common property objective – the proposal does not provide any common property.

51. The remaining objectives and standards are assessed in detail below:

*Neighbourhood character and design detail objectives*

52. Much of the neighbourhood character is defined by heritage objectives within local policy at Clause 22.02 and has been discussed in the heritage section of this report. The proposal will appropriately respond to the character of the area, which is dominated by Victorian and Edwardian era built form. The introduction of a new dwelling to front Alfred Crescent is considered to be reflective of the development pattern of older housing stock such as the dwellings at No. 173-177 Alfred Crescent as well as emerging character of new in-fill development such as the contemporary dwelling at No. 165 Alfred Crescent.

53. Design detail elements have been designed so as to express a contemporary interpretation of those found in the surrounding area through the use of vertical rectangular fenestration, metal cladding, timber cladding and brick facades as outlined in the heritage section of this report.

*Residential policy objectives*

54. As outlined generally within this report, the design response of the proposal is considered to successfully respond to both adjoining properties and the surrounding area.

*Infrastructure and site services objectives*

55. Given the introduction of a second dwelling on a lot only – it is considered that the existing infrastructure will not be unduly impacted.

56. The ground floor plans show that rubbish bins will be located in a recessed section adjacent to the front entrance. This is considered appropriate as they will be easily accessible and obscured from the street.

*Integration with the street, dwelling entry and safety objective*

57. The proposal is considered to satisfy these objectives for the following reasons:

- (a) The new dwelling is proposed to front the principal street (i.e. Alfred Crescent)
- (b) Pedestrian access will be provided via the principal street.
- (c) The new dwelling will encourage passive surveillance through habitable room windows presenting to the street at both ground and first floor.
- (d) A clearly-visible entry is proposed for the new dwelling which will be sheltered by the first floor above.

*Street setback objective*

58. Given that there is only one abutting property facing the same street (i.e. Alfred Crescent), Standard B6 prescribes that the new development have a minimum street setback equivalent to that of the one abutting property facing the same street. In this case, this property is No. 177 Alfred Crescent, which has a minimum street setback of approximately 3.7m (measured from the front wall). The proposed dwelling seeks a street setback of 3m-4m, and therefore fails to comply with the Standard with a maximum shortfall of 0.7m. The 4m section has a surplus of 0.3m. This non-compliance is supported for the following reasons:

- (a) The proposed street setback is commensurate with the front verandah of No. 177 Alfred Crescent, allowing for an appropriate transition in street setbacks across the two sites;
- (b) The street setback of the dwelling increases to 4m towards the west as it follows the curve of the road, providing added visual space when viewed from the street;
- (c) Views of the proposed dwelling from the street will be somewhat obscured by the existing built form at the rear of No. 25 McKean Street; and
- (d) Narrow street setbacks are characteristic of the surrounding area; the majority of dwellings presenting to Alfred Crescent have street setbacks of less than or similar to that which is proposed.

*Building height objective*

59. The maximum building height of the proposed dwelling is 6.57m which is less than the maximum height prescribed by the Standard (9m). The proposal thus complies with the Standard.

*Site coverage objective*

60. Plan TP-02 clarifies that the proposal will have a site coverage of 75.5% across the entire lot, which fails to comply with the Standard (maximum of 60%). This non-compliance with the Standard is supported for the following reasons:
- (a) The high site coverage of nearby properties (excluding No. 25 McKean which has an uncharacteristically low rate of site coverage) and those in the surrounding area more generally;
  - (b) The difficulty of achieving compliance with the Standard in this built up, inner-city location and that high site coverage is a characteristic of the area;
  - (c) Site coverage of less than 80% has been achieved, in accordance with local policy at Clause 22.10-3.6. Whilst this policy is not strictly applicable in this case (given the site's location within a Heritage Overlay), it is regardless considered to give further direction to realistic site coverage rates within the municipality; and
  - (d) The acceptable visual bulk impacts to nearby properties through the provision of appropriate side and rear setbacks (further detailed in the side and rear setbacks discussion later in the report).

*Permeability objective*

61. Plan TP-2 clarifies that the proposal will have a permeability of 24.5% across the entire lot, thereby complying within the Standard (minimum of 20%). Further, the proposal achieves a STORM score of 102% through the installation of 1,650L rainwater tank in accordance with local policy at Clause 22.16 (Stormwater Management).
62. However the ground floor plan refers to a 650L rainwater tank, as opposed to the submitted STORM report which refers to a 1,650L tank. A condition will require the plans notation to be corrected to match the STORM report.

*Energy efficiency protection objectives*

63. The proposal is considered to meet this objective given the following ESD merits:
- (a) A high degree of fenestration to ensure effective breeze paths across both floors;
  - (b) The installations of one rainwater tank and the associated STORM score of 102;
  - (c) The utilisation of northern walls for fenestration at both ground and first floor;
  - (d) The use of external blinds and louvered screens to the majority of windows to provide protection from harsh summer sun; and
  - (e) The installation of solar energy facilities to the roof of the dwelling.

*Landscaping objectives*

64. The proposal features a medium-sized front garden which will be highly visible from the street given the low, permeable front fencing proposed. As such, the proposal is considered to respond to the prevailing pattern of small gardens in the front setbacks of dwellings and will allow for landscaping opportunities. The proposal thus satisfies these objectives.

*Side and rear setbacks objectives*

65. The proposed side and rear setbacks of the proposed dwelling has been assessed in the following table:

Wall	Height	Proposed Setback	Required Setback	Shortfall/Surplus	Complies?
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Eastern wall of ground and first floor hallway (adjacent to courtyard)	6.4m*	3.15m	1-1.84m	+1.31m	Yes
Eastern wall of bedroom 4 (protruding section)	6.4m*	1m	1.84m	-0.84m	No
Western wall of bedroom 1 (ground floor)	3.2m*	2.2m	1m	+1.2m	Yes
Western wall of bedroom 4 / hallway (first floor)	4.9m* – 6.5m*	1.3m	1.39m – 1.87m	-0.09m to -0.57m	No
Southern wall of bedroom 1 (ground floor)	3.2m*	1.92m	1m	+0.92m	Yes
Southern wall of bedroom 4 (first floor)	4.9m*	1.92m	1.39m	+0.53m	Yes

\*dimension based on scaling plans / elevations

66. As demonstrated by the above table, the proposal fails to comply with the Standard with regard to the eastern (i.e. protruding) wall of bedroom 4 and the western wall of bedroom 4 and the hallway which runs along the first floor. These instances of non-compliance are supported for the following reasons:
- (a) The design response has minimised visual bulk impacts to No. 25 McKean Street through the provision of windows along the first floor western façade, which provides a sense of articulation and visual relief;
  - (b) The design response has minimised visual bulk impacts to No. 177 Alfred Crescent by providing a courtyard opposite the SPOS which provides a side setback of 3.15m, performing in-excess of the Standard requirements. The non-compliance associated with the protruding section of bedroom 4 is considered acceptable given the provision of this responsive courtyard and the length of this protruding wall is only 0.5m (approximately);
  - (c) Overshadowing impacts to abutting lots will be appropriate, as outlined in a subsequent section of this report;
  - (d) The narrow width of the lot, making it difficult to absorb all off site amenity impacts on the site; and
  - (e) More generally, the prevalence of shallow side and rear setbacks in this built-up, inner-city context which makes compliance with the Standard difficult.

*Walls on boundaries objective*

67. The proposal has been assessed against the Standard in the table below (wall length followed by wall height).

Wall	Proposed Length	Prescribed Maximum Length	Shortfall/Surplus	Complies
Eastern boundary (total length)	36.6m*	20.02m	-16.58m	No
Western boundary (total length)	39.6m*	20.46m	-19.14m	No

\*dimension based on the scaling the plans / elevations

Wall	Proposed Height	Prescribed Max Height	Shortfall/Surplus	Complies?
Eastern wall (ground floor)	3.2m*	3.6m	+0.4m	Yes
Eastern walls (first floor)	4.9m* - 6.57m	3.6m	-1.3m to -2.97m	No
Western wall (ground floor)	3.2m* – 3.4m*	3.6m	+0.4m to +0.2m	Yes



Western wall (first floor)	6.57m	3.6m	-2.97m	No
Southern wall (ground floor)	3.2m*	3.6m	+0.4m	Yes

\*dimension based on the scaling the plans / elevations

68. The identified instances of non-compliance are supported for the following reasons:

- (a) The double-storey boundary walls along the western and eastern boundaries are located against existing boundary walls on the abutting lots and will therefore not result in unreasonable visual bulk impacts;
- (b) The design response has provided for the amenity of the dwelling at No. 25 McKean Street by providing a lower, ground floor boundary wall opposite the affected dwelling's SPOS which comply with the maximum height requirements of the Standard;
- (c) The design response has provided for the amenity of the dwelling at No. 177 Alfred Crescent given a similarly sized courtyard proposed opposite the SPOS of the affected dwelling; and
- (d) More generally, all instances of non-compliance are supported given the prevalence of boundary walls in the surrounding, inner city context.

*Daylight to existing windows objective*

69. There are no windows opposite the proposed development to the west at No. 25 McKean Street. There are no habitable room windows opposite the proposed development to the east at No. 177 Alfred Crescent (there is a hallway window that has not been shown on the plans, however hallways are non-habitable rooms and therefore the Standard does not apply to this window). With respect to the existing dwelling at the subject site, plan TP-05B demonstrates that there is a habitable room window opposite the proposed development. The proposed dwelling has been assessed against the Standard with regard to this window in the tables below:

Window	Min. Dimension of Light Court	Light Court Size	Complies
North-facing, living room window of existing dwelling at subject site	5.53m	Greater than 3sqm	Yes

Wall	Proposed Setback from relevant HRW	Prescribed Setback (Wall Height)	Shortfall/ Surplus	Complies
Southern wall of bedroom 1 (ground floor)	5.62m	1.6m (3.2m)	+4.02m	Yes
Southern wall of bedroom 4 (first floor)	7.54m	2.45m (4.9m)	+5.09m	Yes

70. As demonstrated above, the proposal complies with the Standard.

*Overshadowing open space objective*

71. The Standard prescribes that dwellings must be provided with a minimum of 40sqm of solar access for a minimum of five consecutive hours at the September equinox between 9am and 3pm. Where an existing dwelling is not provided with solar access in accordance with the Standard under existing conditions, the Standard prescribes that no further equinox shadowing should take place. The submitted shadow diagrams show that there will not be any new shadow into the SPOS of No. 29 McKean Street, thereby complying with the Standard (the extra shadow shown as a result of the earlier Melbourne Water condition to increase the front setback, is not applicable given the amended Melbourne Water advice). The proposed shadowing into the areas of SPOS of No. 25 McKean Street and the existing dwelling at the subject site are assessed in the tables below:

**No. 25 McKean Street**

	<b>9am</b>	<b>10am</b>	<b>11am</b>	<b>12pm</b>	<b>1pm</b>	<b>2pm</b>	<b>3pm</b>
New Shadowing Proposed	70.5m <sup>2</sup>	51.6 m <sup>2</sup>	27.5m <sup>2</sup>	9.7m <sup>2</sup>	1.4m <sup>2</sup>	None	None
Remaining Unshaded	40.3 m <sup>2</sup>	99.6 m <sup>2</sup>	146.7m <sup>2</sup>	186.9m <sup>2</sup>	221.6m <sup>2</sup>	>200m <sup>2</sup>	>180m <sup>2</sup>

**Existing dwelling at subject site**

	<b>9am</b>	<b>10am</b>	<b>11am</b>	<b>12pm</b>	<b>1pm</b>	<b>2pm</b>	<b>3pm</b>
New Shadowing Proposed	None	0.9m <sup>2</sup>	3.8m <sup>2</sup>	7.3m <sup>2</sup>	11.4m <sup>2</sup>	16.8m <sup>2</sup>	17.9m <sup>2</sup>
Remaining Unshaded	<1m <sup>2</sup>	8.1m <sup>2</sup>	11.4m <sup>2</sup>	13.2m <sup>2</sup>	14.0m <sup>2</sup>	11.9m <sup>2</sup>	4m <sup>2</sup>

72. With regard to No. 25 McKean Street, whilst new shadowing is proposed, the proposal will retain in excess of 40sqm of unshaded SPOS for a minimum of five hours between 9am and 3pm. As such, the proposal complies with the Standard.
73. With regard to the existing dwelling at the subject site, the resulting shadow fails to comply with the Standard given that the SPOS is not provided with solar access in accordance with the Standard under existing conditions. The non-compliance is supported for the following reasons:
- (a) The affected SPOS will retain functional areas with solar access between the hours of 11am and 2pm – a three hour period that is considered to provide for the reasonable recreation needs of occupants;
  - (b) The design has responded to the affected SPOS by providing a significant rake to the southern portion of bedroom 4, which minimises shadowing;
  - (c) The excellent access to public open space at Edinburgh Gardens – within 50m of the subject site; and
  - (d) The inner city context, where lots are typically small and areas of SPOS often do not comply with the Standard under existing conditions.

**Overlooking and internal views objectives**

74. Standard B22 of the overlooking objective states that *a habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio*. The proposed dwelling largely complies with the Standard. Specifically:
- (a) Ground floor, habitable room windows are screened by existing fences and given that the floor levels are below 800mm, are therefore compliant with the Standard.
  - (b) Obscure glazing (in the form of fluted glass) has been provided to the north, south and east-facing, first-floor windows associated with the proposed courtyard. The fluted glass will be provided to a height of 1.7m above the first floor finished floor level in accordance with the Standard, however it does not specify that the windows will be fixed. As such a condition will require these windows to be fixed below 1.7m.

- (c) In addition to this, the plans and elevations show that two panes of these windows will not be screened in any way; the western-most pane of the Bedroom 3, and western-most pane of Bedroom 4. Given the proximity of SPOS and habitable room windows at No. 177 Alfred Crescent, the above window panes appear to result in overlooking (although they may be screened by the existing fence).

A condition will therefore require the first floor, habitable room windows to be screened in accordance with the Standard.

- (d) The south-facing window of bedroom 2 has been provided with obscure glazing (fluted glass) across the entirety of the window, but does not specify that they are fixed. As such a condition will require this window complies with the Standard.
- (e) The north-facing windows of bedroom 2 face Alfred Crescent. There are no habitable room windows of areas of SPOS within 9m at a 45 degree arc. As such, these windows do not need to provide any screening and comply with the Standard.
- (f) The applicant has provided fixed external louvres to the west-facing windows of the first floor hallway. Given a hallway is a non-habitable room, the Standard does not apply. However, first floor plans notations state that the first floor, west-facing windows will be provided with fluted glass. A condition will require these notations be deleted and replaced with notations to match the elevations.

*Noise impacts objective*

- 75. Potential noise generated by the proposal is expected to be typical of that associated with residential buildings. As such, the proposal is not expected to result in unreasonable amenity impacts.

*Accessibility objective*

- 76. The proposal will adequately respond to the needs of people with limited mobility, particularly with the provision of a generously-spaced, open-plan ground floor.

*Daylight to new windows objective*

- 77. All proposed habitable room windows have been provided with light court dimensions which exceed the minimum requirements set by the Standard (a light court with a minimum area of 3sqm and a minimum dimension of 1m).

*Private open space objective*

- 78. With respect to the existing dwelling, approximately 35sqm of private open space will be provided, failing to comply with the Standard (minimum 40sqm). The existing dwelling will be provided with approximately 30sqm of secluded private open space, however, and therefore will comply with the Standard in terms of *secluded* private open space.
- 79. With respect to the proposed dwelling, 19.4sqm of private open space will be provided, with 9.9sqm of secluded private open space. This fails to comply with the Standard (minimum 40sqm and 25sqm respectively).
- 80. The instances of non-compliance identified are supported for the following reasons:
  - (a) With respect to the existing dwelling, a sizeable area of *secluded* private open space will be provided. This space will be highly useable given its northern orientation and its convenient location next to the dwelling's living area. As such, the provision of secluded private open space will allow for the reasonable recreational needs of the occupants for the existing dwelling.

- (b) With respect to the proposed dwelling, the area of secluded private open space is in the form of a courtyard which will provide a functional area of open space for occupants. The design response has located the living area towards the front of the site at ground floor, which will allow occupants to use the front setback as an area for recreation. Whilst this is not a *secluded* space, it is north-facing and connected to the living area and will therefore provide a high-quality space for recreation. The design response has also provided a separate external storage / bin area which will ensure that the areas of POS can be fully utilised for recreational purposes.
- (c) The immediate access to public open space - Edinburgh Gardens - located within 50m of the subject site. This will provide occupants with an alternative means of meeting their recreational needs within convenient reach.
- (d) The impracticality of complying with the Standard in this built-up, inner-city context where lots are typically small and existing dwellings are often provided with areas of POS that do not comply with the Standard.

*Solar access to open space objective*

81. This objective only applies to new dwellings. The proposed dwelling's area of SPOS (courtyard) has been assessed against the Standard in the following table:

Height of wall along the north of the SPOS	Setback of SPOS from the northern wall	Prescribed setback	Shortfall	Complies?
5.7m*	3m	7.13m	-4.13m	No

82. The proposed non-compliance is supported given that the design response has located the proposed dwelling's area of SPOS to be adjacent the courtyard of No. 177 Alfred Crescent (to the east) and will therefore enjoy solar access during the morning hours. Further, as outlined in the *private open space objective* discussion, the proposed dwelling will benefit from a highly-useable, north-facing area of POS (i.e. the front setback) that will provide a recreational space with a high degree of solar access.

*Storage objective*

83. Both the existing and proposed dwellings will be provided with 6 cubic metres of externally accessible storage space in accordance with the Standard.

*Front fences objective*

84. The proposal provides front fencing for the new dwelling. This meets the objective as it is 1m in height (less than the 1.5m maximum), is 50% permeable (allowing views into the front garden area) and has been designed to generally match the proposed development.

Car Parking Reduction

85. The proposal seeks a car parking reduction of three spaces – one associated with the existing two bedroom dwelling and two associated with the proposed four bedroom dwelling. The proposed car parking reduction is supported given the following:
- (a) Access to public transport within walking distance including tram services on Queens Parade (200m southeast) and on St Georges Road (350m west);
  - (b) The proximity to the Fitzroy North Neighbourhood Activity Centre (i.e. St Georges Road - 450m north) which provides walkable access to retail, hospitality and community uses;
  - (c) The impracticality of providing on-site car spaces in a small lot and in this built-up, inner-city context where on-site car spaces are rare;
  - (d) The mix of unrestricted spaces, 2-hour-restricted spaces and resident-permit spaces provided on McKean Street and Alfred Crescent. The unrestricted spaces will be available for visitors and occupants, the 2 hour spaces will allow for visitors to park on

the street for short stays, while the permit spaces will ensure that the parking needs of existing residents are reasonably protected; and

- (e) Council's Engineering Services Unit raised no objection to the proposed car parking reduction.

#### Objector Concerns

- 86. The majority of objector concerns have been addressed throughout the report. Outstanding concerns are limited to perceived errors on the plans, specifically:
  - (a) Failure to locate adjacent habitable room windows on the plans;
  - (b) Incorrect notation on the plans regarding dwelling layout;
  - (c) Overall height dimensions not matching elevations; and
  - (d) Windows being located below ground level
- 87. The location of windows abutting the central courtyard of No. 177 Alfred Crescent have not been shown. The use of online real estate records confirm that the northern façade of the courtyard has a habitable-room window (living area), the eastern façade has a non-habitable room window (hallway) and the southern façade of the courtyard has a habitable room window (bedroom). A condition will require these to be correctly labelled on the plans.
- 88. The rear section of No. 177 Alfred Crescent has been incorrectly labelled as an outbuilding. An objector stated that this is in fact a bedroom (i.e. a habitable room). This was confirmed by Council's planning officer through the use of online real estate records. A condition will require this to be corrected.
- 89. The elevations match up with respect to the height of the proposed walls and do not show the windows being located below ground level.

#### Other Matters

- 90. The floor plans do not show north points. A condition will require these to be shown.

#### **Conclusion**

- 91. The proposal is considered to be acceptable having regard to the relevant State and Local policies, Clause 55 (ResCode), the relevant heritage considerations outlined in the above assessment and should therefore, be approved, subject to conditions.

#### **RECOMMENDATION**

That a Notice of Decision (NOD) to Grant Planning Permit PLN18/0642 be issued for part demolition and construction of a second dwelling on the lot and associated reduction in the car parking requirements at 27 McKean Street, Fitzroy North, generally in accordance with the decision plans and subject to the following conditions:

- 1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must generally be in accordance with the plans received by application plans, but modified to show:
  - (a) Plans corrected to notate the rear room of No. 177 Alfred Crescent as a bedroom;
  - (b) Plans updated to show the windows of No. 177 Alfred Crescent adjacent to the courtyard;
  - (c) The first floor, habitable room windows screened in accordance with Clause 55.04-6 (Overlooking) of the Yarra Planning Scheme (including clarification on fixed/openable windows);



- (d) First floor plan corrected to delete reference to fluted glass on the west-facing, first-floor windows and replaced with a notation for louvered screening (to match elevations);
  - (e) Ground floor plan provided with a corrected notation to clarify a minimum capacity of 1650L for the rain water tank;
  - (f) Finished floor levels of the storage areas/sheds to the existing and new dwelling must be set no lower than 26.78 metres to Australian Height Datum (AHD); and
  - (g) North point shown on plans.
2. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.
3. Before the new 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.
4. 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.
5. 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.
6. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
- (a) Monday to Friday (excluding public holidays) before 7 am or after 6 pm;
  - (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
  - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

### **Melbourne Water conditions (7-13)**

7. Prior to the development plans being endorsed, amended plans must be submitted to Council and Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with surface and floor levels to Australian Height Datum (AHD) and must show:
- (a) Finished floor levels of the storage areas/sheds to the existing and new dwelling must be set no lower than 24.63 metres to AHD.
8. Finished floor levels of the dwelling must be constructed no lower than 26.78 metres to Australian Height Datum (AHD).
9. The layout of the northern (front) boundary setback as shown on the submitted plans must not be altered without further written consent from Melbourne Water, this setback is to allow for the conveyance of overland flow.

10. Finished floor levels of the external storage area to the new dwelling and the storage shed to the existing dwelling must be constructed no lower than 26.63 metres to AHD.
11. Imported fill must be kept to a minimum on the property and must only be used for the sub floor areas of the dwelling.
12. Any new front fence must be open style (50%) of construction or timber paling to allow for the conveyance of overland flow.
13. Prior to the issue of an Occupancy Permit, a certified survey plan, showing finished floor levels (as constructed) reduced to the Australian Height Datum, must be submitted to Melbourne Water to demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.
14. This permit will expire if:
  - (a) the development is not commenced within two years of the date of this permit; or
  - (b) the development is not completed within four years of the date of this permit.

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

**NOTES:**

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

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

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

**CONTACT OFFICER:** Chris Stathis  
**TITLE:** Senior Statutory Planner  
**TEL:** 9205 5352

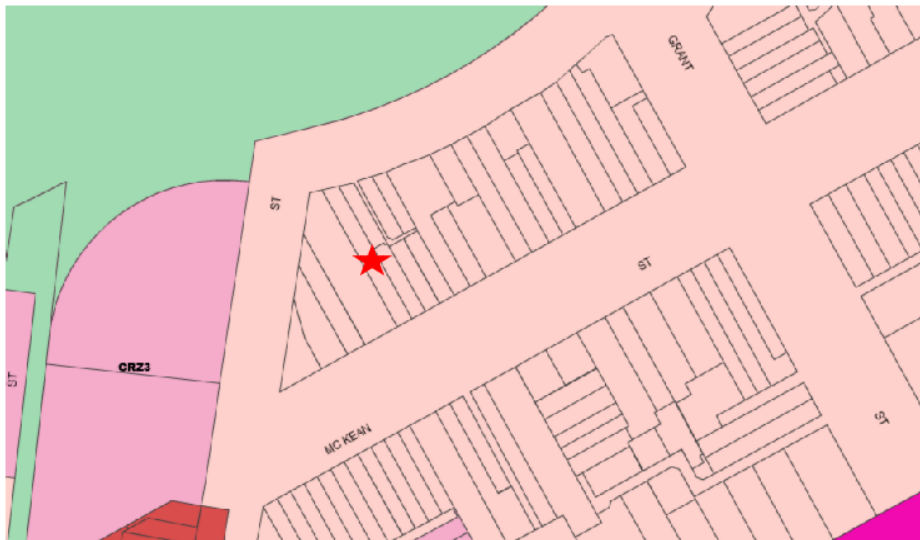
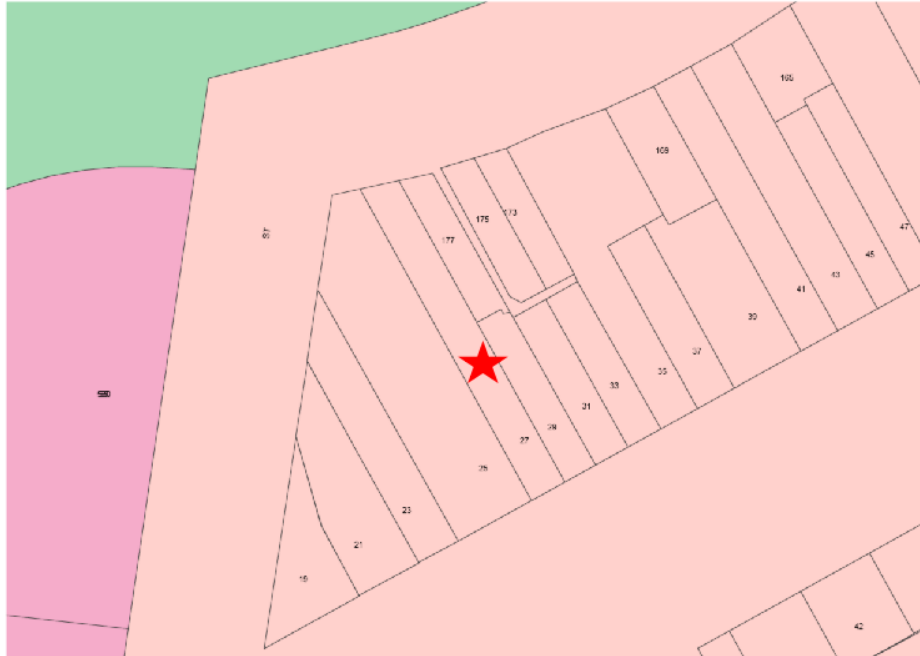
**Attachments**

- 1 PLN18/0462 - 27 McKean Street Fitzroy North - Locality Plan
- 2 PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - Part 1 of 3
- 3 PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - part 2 of 3
- 4 PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A plans - Part 3 of 3
- 5 PLN19/0103 - 27 McKean Street Fitzroy North - Amended Melbourne Water Response (04 June 2019)
- 6 PLN18/0642 - 27 McKean Street Fitzroy North - Original Melbourne Water Referral Response (18 February 2019)
- 7 PLN18/0642 - 27 McKean Street Fitzroy North - Heritage Advice
- 8 PLN18/0642 - 27 McKean Street Fitzroy North - File Note (Discussion with Council's Engineering Services Unit)

**Attachment 1 - PLN18/0462 - 27 McKean Street Fitzroy North - Locality Plan**

**ATTACHMENT 1**

**SUBJECT LAND: 27 McKean Street, Fitzroy North**



↑ North

★ Subject Site

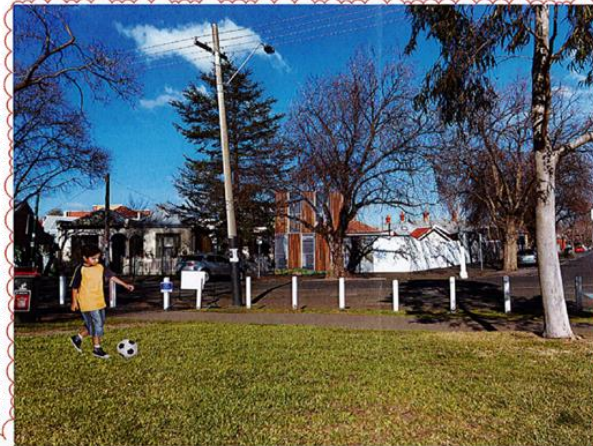
## Attachment 2 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - Part 1 of 3

# austin maynard architects

170210 - McKean  
New house at the rear of  
27 McKean Street, Fitzroy North

Owner: Bryan Mackenzie and Marija Patterson  
27 McKean Street, Fitzroy North

Architect: **Austin Maynard Architects**  
77 Argyle St  
Fitzroy, Vic. 3056  
Ph: (+61) 0497 020 635  
Contact: Natalie Miles  
Email: natalie@maynardarchitects.com



## DRAWING LIST

Sheet No	Sheet Name	Rev. No.	Rev. Date
TP-01	Austin Maynard Architect's Previous Work	B	23/08/18
TP-01	Austin Maynard Architect's Previous Work	B	23/8/18
TP-02	Design Response and Material	C	07/12/18
TP-02	Design Response and Material	C	7/12/18
TP-03	Existing Streetscape and Site location plan	B	23/08/18
TP-03	Existing Streetscape and Site location plan	B	23/8/18
TP-04	Existing / Demo Site Plan	B	23/08/18
TP-05	Proposed Site Plan	C	07/12/18
TP-05B	Proposed Site Plan (GF)	A	07/12/18
TP-05C	Proposed Site Plan (FF)	A	07/12/18
TP-06	Proposed Ground Floor Plan	D	3/4/19
TP-07	Proposed First Floor Plan	D	3/4/19
TP-08	Proposed Roof Plan	D	3/4/19
TP-09	Existing and Proposed North Elevations	E	3/4/19
TP-10	Heritage Facades References	B	07/12/18
TP-10	Heritage Facades References	B	7/12/18
TP-11	Existing and Proposed South Elevations	E	30/4/19
TP-12	Existing and Proposed West Elevations	E	30/4/19
TP-13	Existing and Proposed East Elevations	E	30/4/19
TP-13B	Internal South and North Elevations	C	3/4/19
TP-13C	Building Envelope Comparison	A	07/12/18
TP-13C	Building Envelope Comparison	A	7/12/18
TP-14	Shadow Diagrams 9am 22nd September	C	07/12/18
TP-15	Shadow Diagrams 10am 22nd September	B	07/12/18
TP-16	Shadow Diagrams 11am 22nd September	C	30/4/19
TP-17	Shadow Diagrams 12pm 22nd September	D	30/4/19
TP-18	Shadow Diagrams 1pm 22nd September	C	30/4/19
TP-19	Shadow Diagrams 2pm 22nd September	C	30/4/19
TP-20	Shadow Diagrams 3pm 22nd September	E	30/4/19
TP-21	Sightline Diagram	B	07/12/18
TP-22	3D Images	B	07/12/18
TP-23	3D Images( Potential Neighbour Development)	B	07/12/18

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Attachment 2 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - Part 1 of 3



Mills, The Toy Management House  
City Of Port Phillip  
completed 2015

- Winner -- Residential Architecture Alteration & Addition Award,  
National Architecture Awards 2016 for Mills House
- Winner -- The John and Phyllis Murphy Award,  
Victorian Architecture Awards 2016 for Mills House
- Winner -- Interior Architecture Award,  
Victorian Architecture Awards 2016 for Mills House



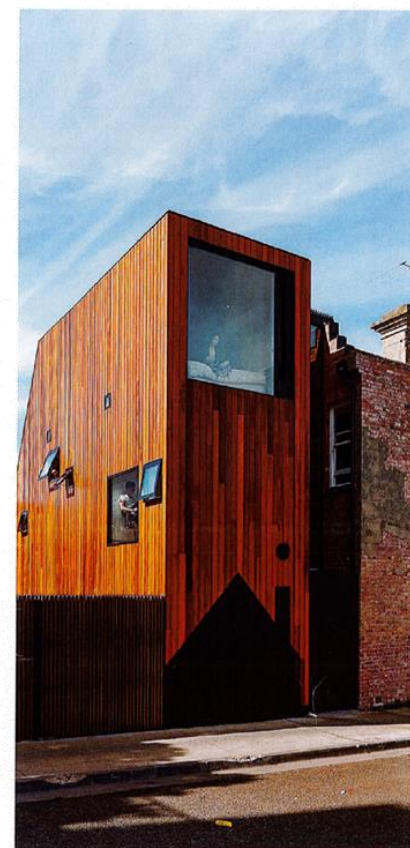
THAT House  
City Of Darbin  
completed 2015

- Winner -- Residential Architecture New House Award,  
Victorian Architecture Awards 2016 for THAT House



Tower House  
City Of Yarra  
completed 2014

- Winner -- The Eleanor Cullis-Hill Award,  
National Architecture Awards 2015 for Tower House
- Winner -- The John and Phyllis Murphy Award,  
Victorian Architecture Awards 2015 for Tower House
- Winner -- House Alteration & Addition Award,  
The HOUSES Awards 2015 for Tower House
- High Commend. -- World House of the Year,  
World Architecture Festival 2015 for Tower House



HOUSE House  
City Of Yarra  
completed 2012

- Winner -- Residential Architecture Alteration & Addition Award,  
Victorian Architecture Awards 2013 for HOUSE House
- High Commend. -- World House of the Year,  
World Architecture Festival 2013 for HOUSE House
- Winner -- Residential Exterior Award,  
Intergrain Timber Vision Awards 2013 for HOUSE House

DECISION PLANS



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and creative input of all team members to the architects for further  
development.

PROJECT  
Rear of 27 McKean Street, Fitzroy North 3068  
CLIENT  
Bryan Mackenzie & Amanda Patterson  
DRAWING TITLE  
Austin Maynard Architect's Previous Work

B 23/09/18 Town Planning Submission  
A 31/07/18 Pre Application Discussion and MW  
Assessment  
revision

PROJECT # 170210  
DATE # 23/09/2018  
SCALE 1:100  
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TP-01  
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# Attachment 2 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - Part 1 of 3

## DESIGN RESPONSE

The strategy for this proposal is to create a beautiful, functional, long-term, family home on a tight urban site, present a generous public face to Edinburgh Garden and enrich the southern section of the Alfred Crescent.

Along the mid to north part of Alfred Crescent and the edge of Edinburgh Garden are multiple beautiful two-story Victorian terraces, while the southern part of Alfred Crescent is predominantly hard edges and garage fronts. The design replaces a hard edge garage and aims to contribute to the streetscape and the public with a porous and transparent facade, allowing one to glance into its pockets of courtyards and also providing passive surveillance to the street.

The design respects the heritage context by borrowing the terraces' proportion and elements, which includes the floor to ceiling double hung windows, side entrance, and materiality. This extends the character of Victorian terraces to the southern section of Alfred Crescent with a modern interpretation and enriches the conversation between new and old housing styles/typologies.

The building envelop of the proposal follows approximately the approved volume and height presented in the 2014 permit. The proposed design generally casts less shadow to neighbouring properties in comparison and responds to the east neighbour by aligning courtyards.

As an integral part of good design, sustainability is at the core of the proposed house. The spaces are orientated to maximise passive solar gain, the courtyards are located to allow for access to daylight and natural ventilation, and the materials proposed include double glazing, high-performance insulation recycled brick and a concrete slab floor for thermal mass. Solar PV panels and solar hot water are also equipped.

Refer to TP-01 for examples of our previous work. We intend to put the same care into this project that we have in all our previous work and to contribute to the architectural quality of the area with a well detailed, restrained house that both respects and responds to its context.

## SITE STATISTICS:

Existing Dwelling On McKean St.	2 Bedrooms
total lot area (WHOLE LOT)	281.0m²
proposed house lot area (REAR SITE)	133.6m²
proposed lot for existing house area (FRONT SITE)	147.4m²
proposed building G.L.A.	100.5m²
proposed building G.L.A.	74.5m²
total proposed G.L.A.	175.0m²
existing site coverage (WHOLE LOT)	173.6m² (61.8%)
proposed site coverage (REAR SITE)	101.3m² (75.8%)
proposed site coverage (FRONT SITE)	111.0m² (75.3%)
proposed site coverage (WHOLE LOT)	212.3m² (75.5%)
existing permeability (WHOLE LOT)	38.2%
proposed permeability (REAR SITE)	24.2%
proposed permeability (FRONT SITE)	24.7%
proposed permeability (WHOLE LOT)	24.5%
proposed P.O.S (FRONT SITE)	35.5m²
proposed P.O.S (REAR SITE)	19.4m²
proposed S.P.O.S (REAR SITE)	13.2m²
proposed total P.O.S (REAR SITE)	32.6m²



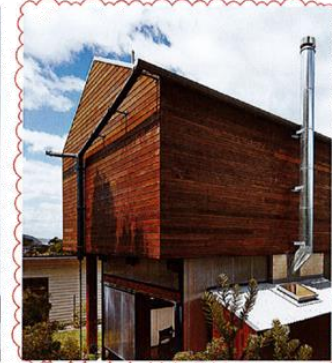
BR - Recycled Brick



G - Clear Glazing



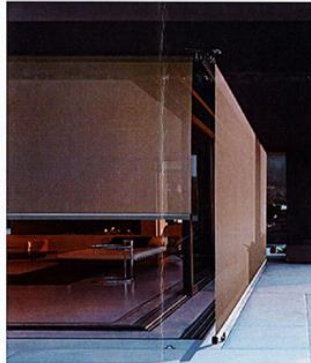
FG - Fluted Glass



TIM - Timber



MR - Metal Roof Deck and Wall Cladding



EB - External Blinds



FC - Steel Picket Fence

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**PROJECT**  
Rear of 27 McKean Street, Fitzroy North 3068  
**CLIENT**  
Bryan Mackenzie and Maria Patterson  
**DRAWING TITLE**  
Design Response and Material

**C** 07/02/18 TP RFI  
**B** 23/06/18 Town Planning Submission  
**A** 31/07/18 Pre Application Discussion and MW Assessment  
**REVISION**

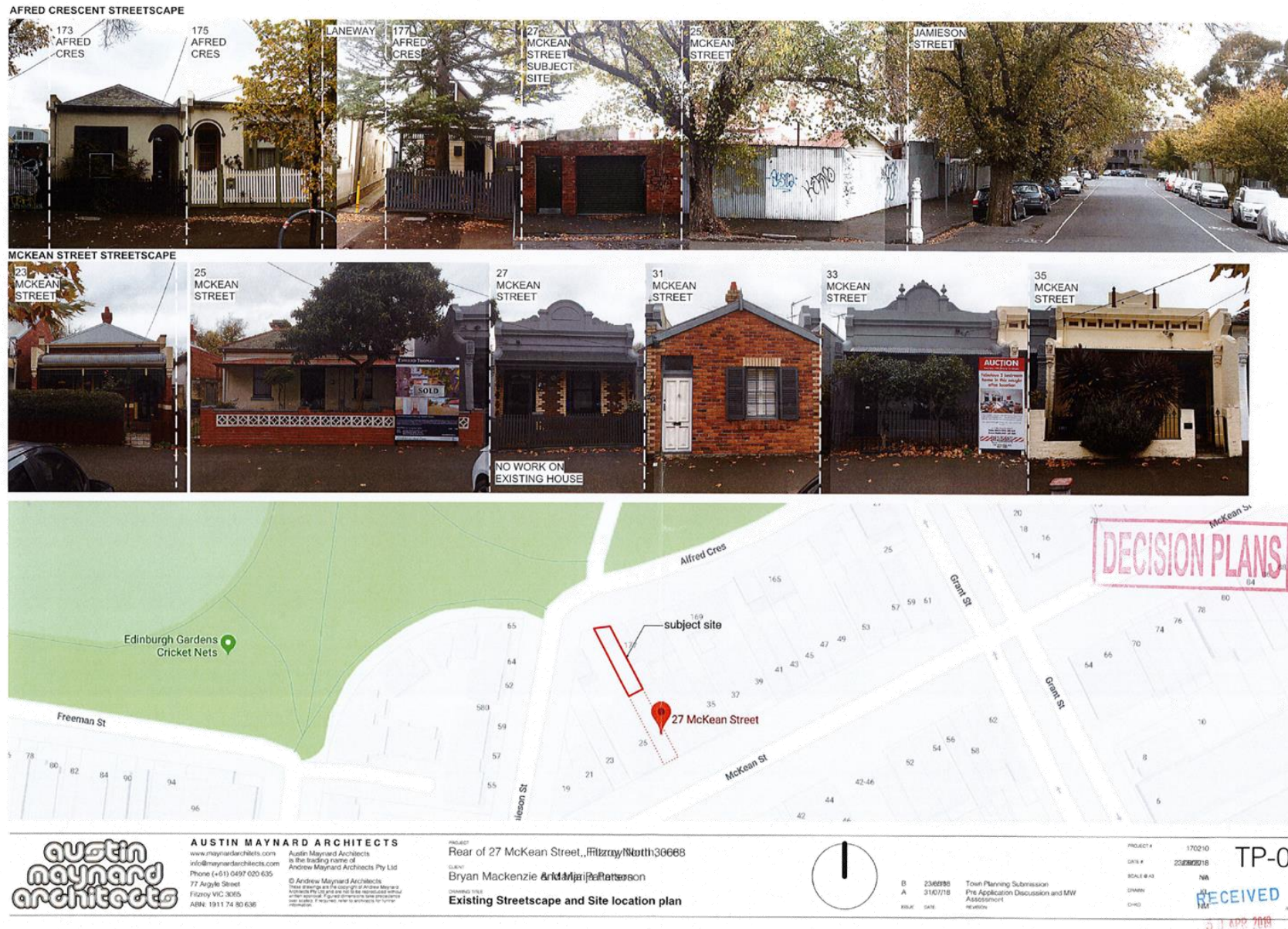
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**TP-02**

**C**  
REVISION



Attachment 2 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - Part 1 of 3





Attachment 2 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - Part 1 of 3

Precedence of Victorian Terraces facing Edingburgh Garden

581 Brunswick Street

637-639 Brunswick Street

113-117 Alfred Cres

Northern facade re-interprets windows and fenestration proportion

Entrance mimics traditional side entrance

A public gesture composed of a open front garden and a porous picket fence



173-175 Alfred Crescent

The front door will be a modern interpretation of the arched entrance at 173 and 175 Alfred Crescent



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PROJECT  
Rear of 27 McKean Street, Fitzroy North 30668

CLIENT  
Bryan Mackenzie and Mary Paterson

DRAWING TITLE  
Heritage Facades References

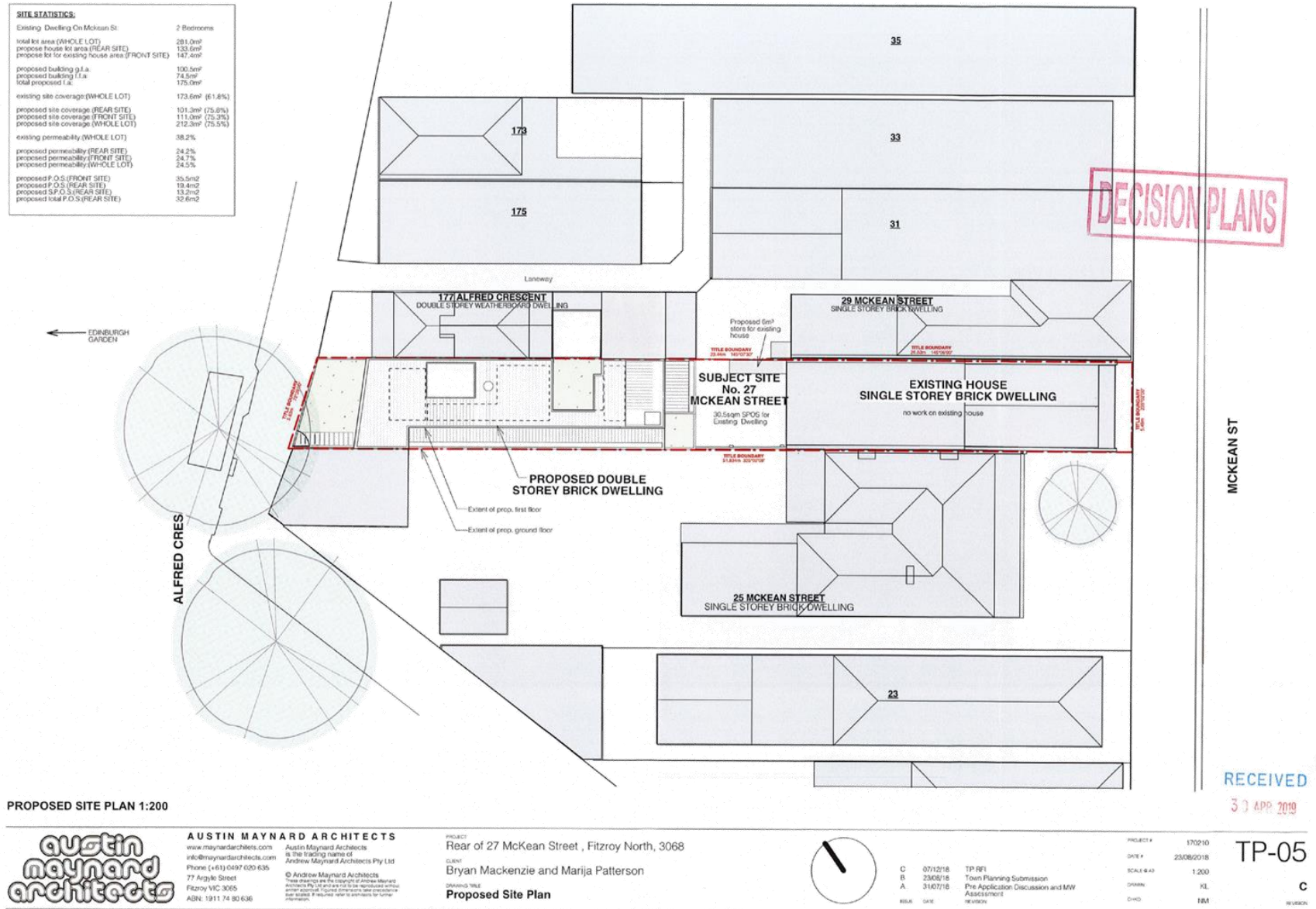
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R 20/06/18 TEAM Planning Submission and MW  
A 23/06/18 Joint Planning Submission  
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DATE 20/06/18  
REVISION

PROJECT # 170210  
DATE # 23/06/18  
SCALE # 1:500  
DRAWN KL  
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REVISION  
B



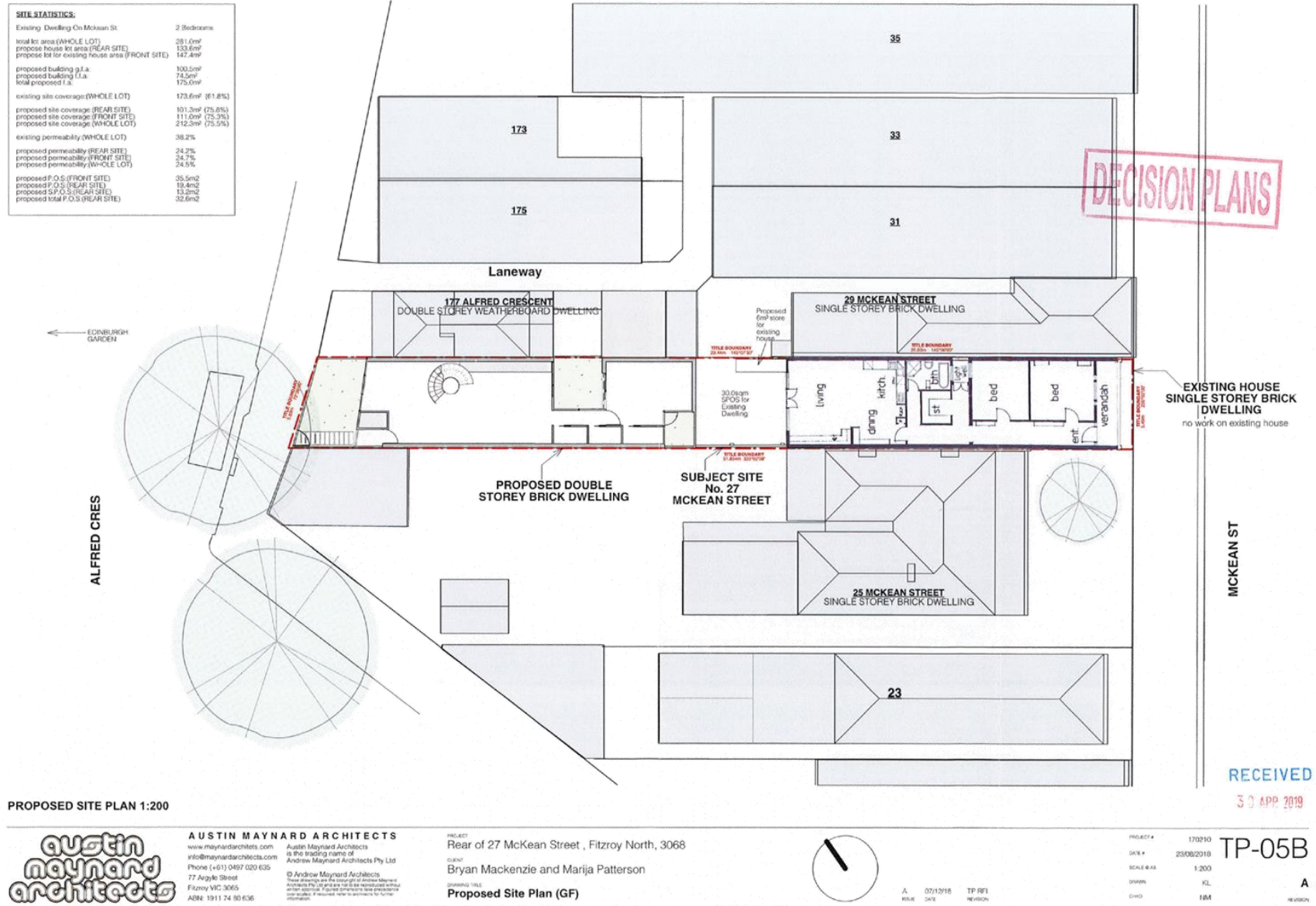


Attachment 2 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - Part 1 of 3

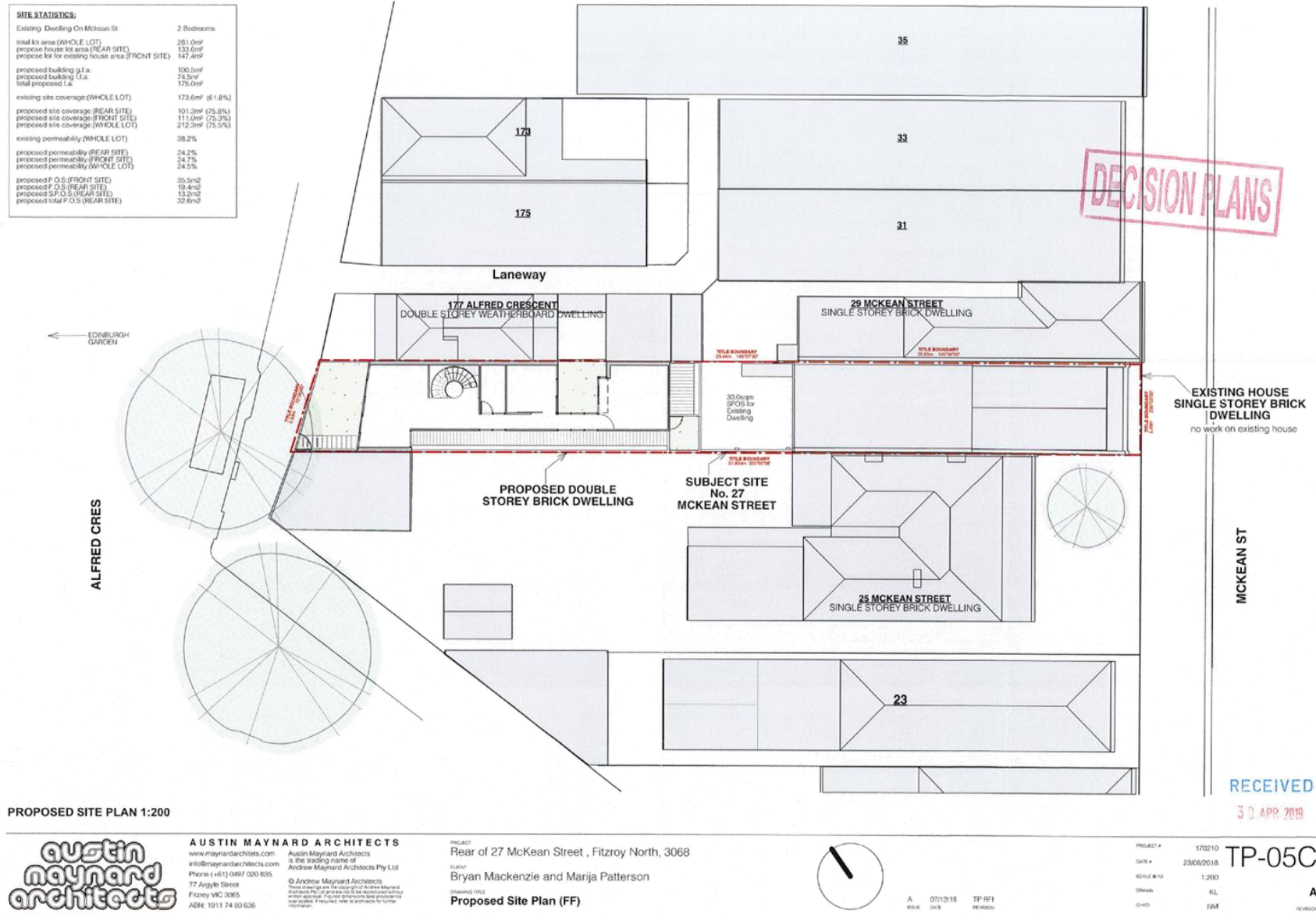




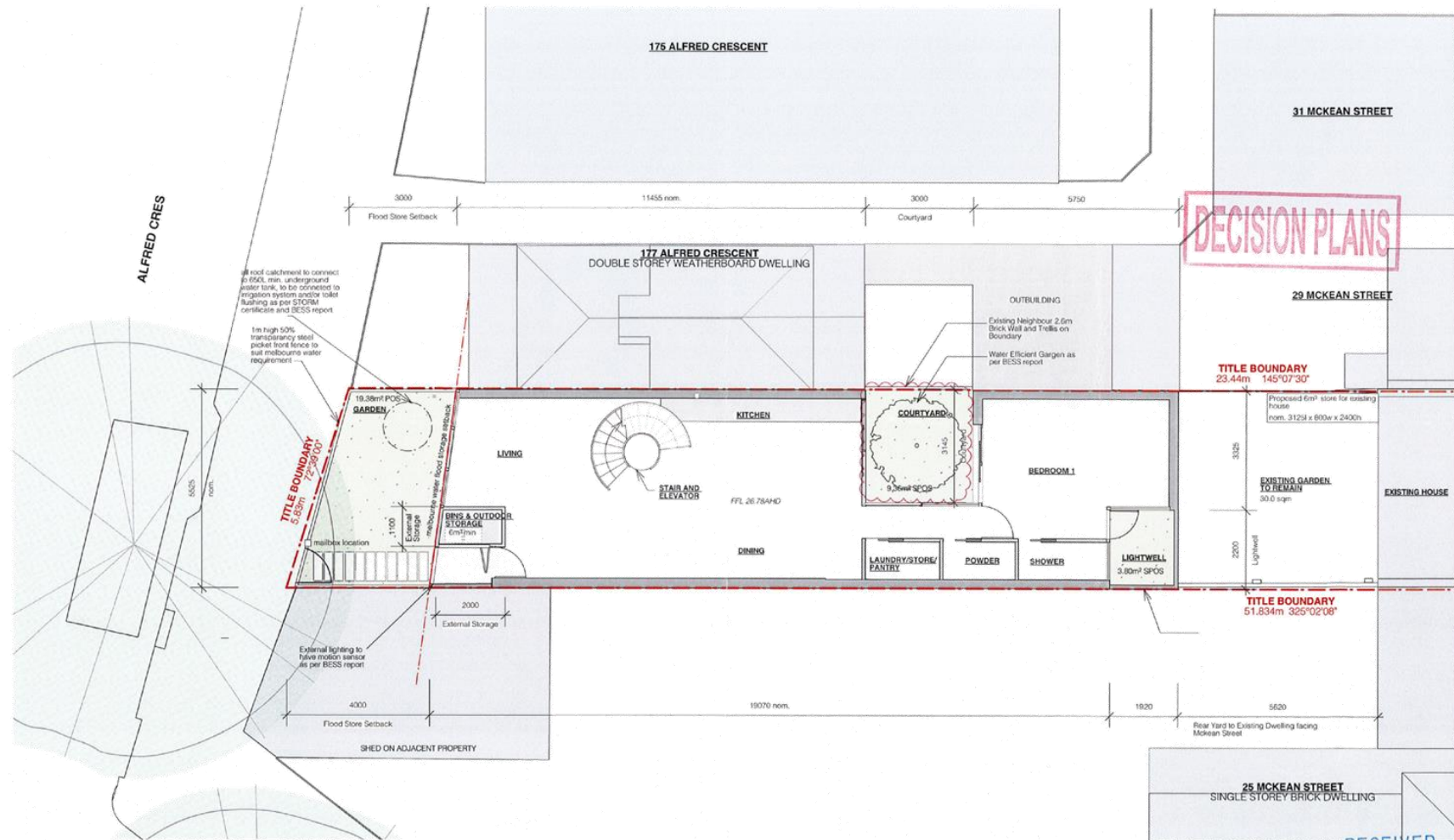
Attachment 2 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - Part 1 of 3



Attachment 3 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - part 2 of 3



Attachment 3 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - part 2 of 3



PROPOSED GROUND FLOOR 1:100



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**PROJECT**  
 Rear of 27 McKean Street, Fitzroy North 3068  
**CLIENT**  
 Bryan Mackenzie & Marija Patterson  
**Proposed Ground Floor Plan**

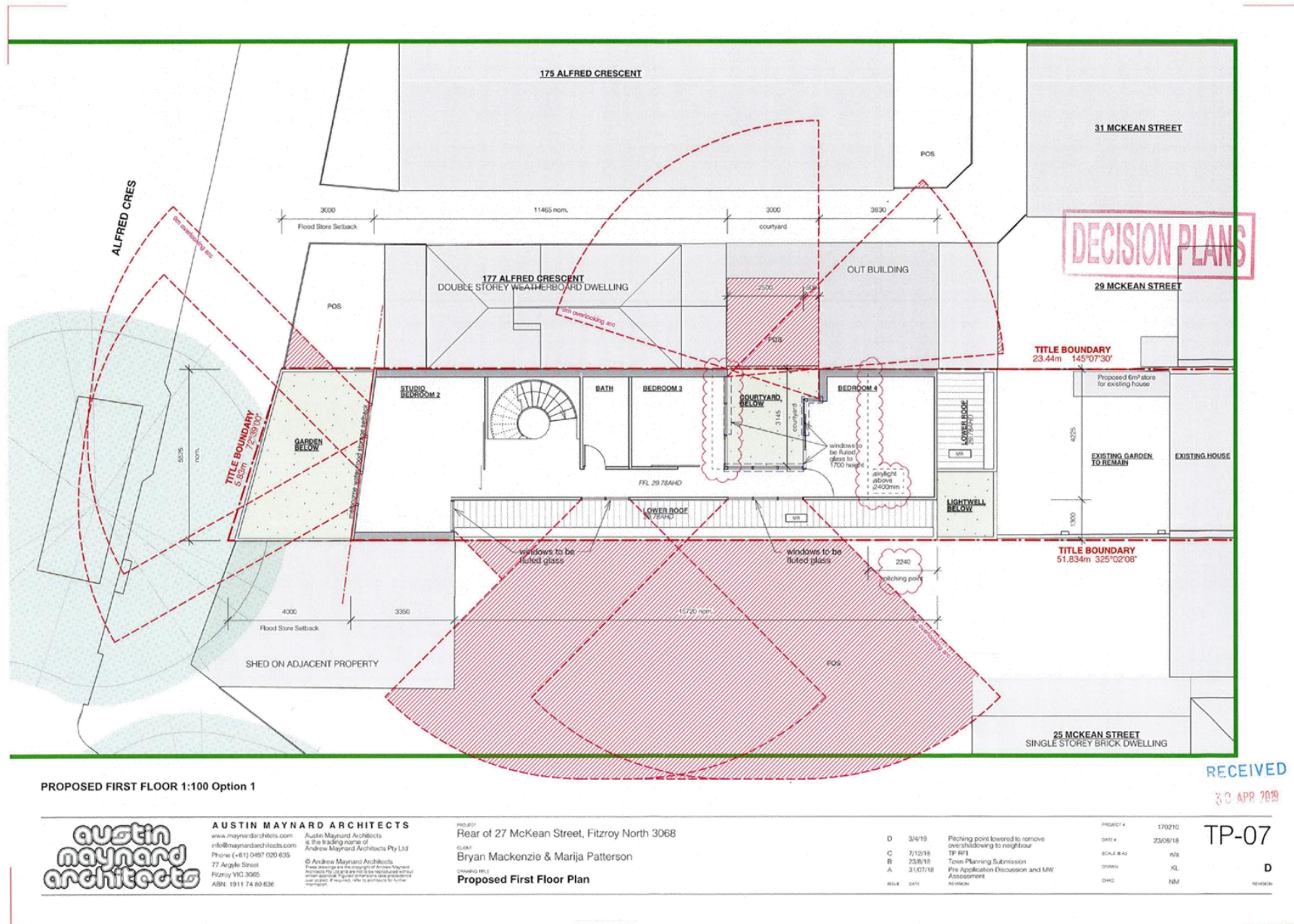
**REVISIONS**

NO.	DATE	REVISION
D	3/4/19	Proposed tree shown in courtyard
C	7/12/18	TP FF1
B	23/8/18	Town Planning Submission
A	31/07/18	Pre Application Discussion and M&W Assessment

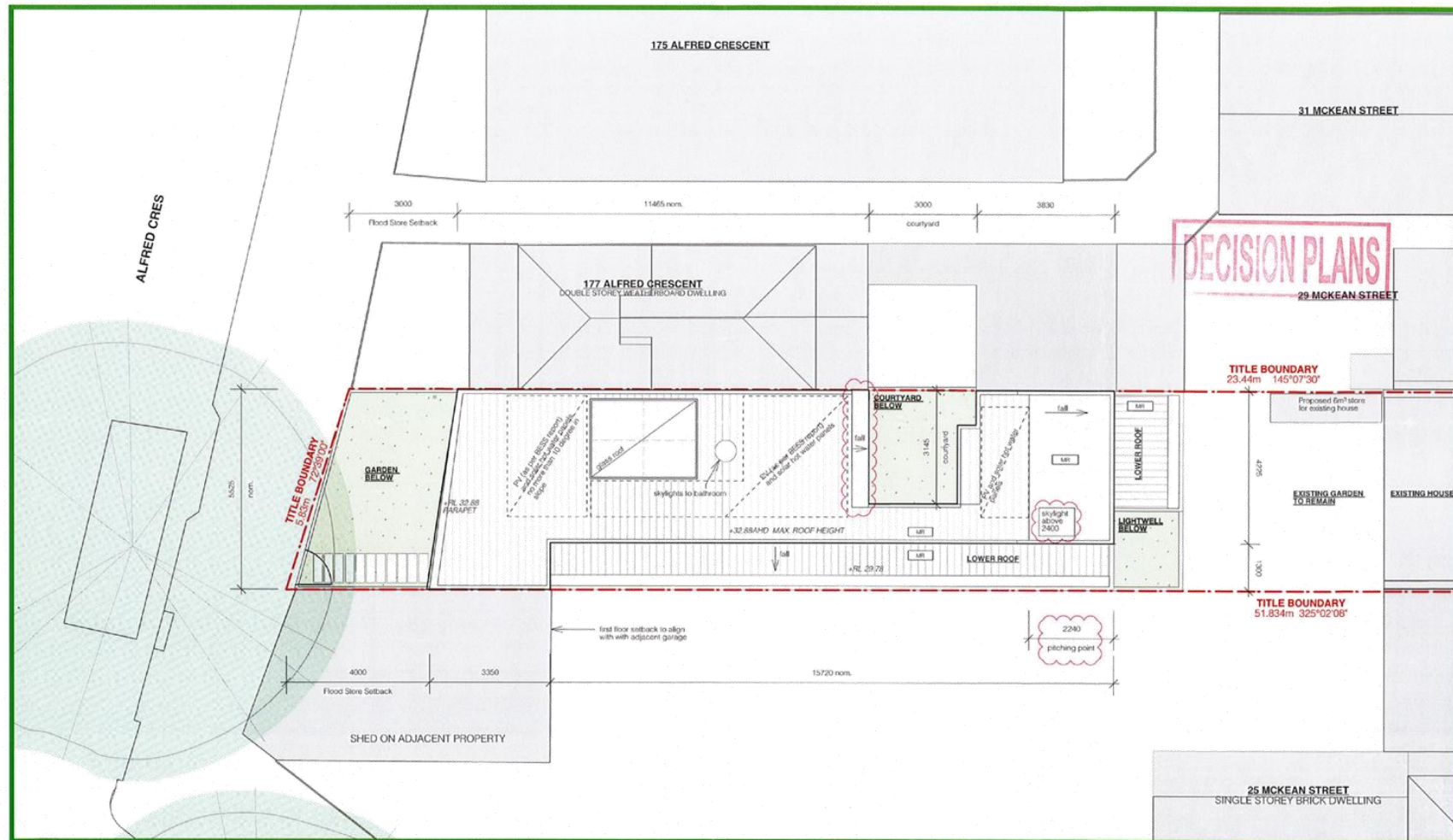
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**DATE #** 23/08/18  
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**CHECKED** HM  
**TP-06**  
**D**



Attachment 3 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - part 2 of 3



Attachment 3 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - part 2 of 3



PROPOSED ROOF 1:100



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PROJECT  
 Rear of 27 McKean Street, Fitzroy North 3068

SUBJECT  
 Bryan Mackenzie & Marija Patterson

PROPOSED TITLE  
**Proposed Roof Plan**

REV	DATE	DESCRIPTION
D	3/4/19	Pitching point lowered to remove overhanging to neighbour
C	7/12/18	TP (P)
B	23/8/18	Town Planning Submission
A	31/07/18	Pre Application Discussion and M&W Assessment

PROJECT # 170210

DATE # 23/08/18

SCALE # AS

DRAWN # XL

CHECKED # RM

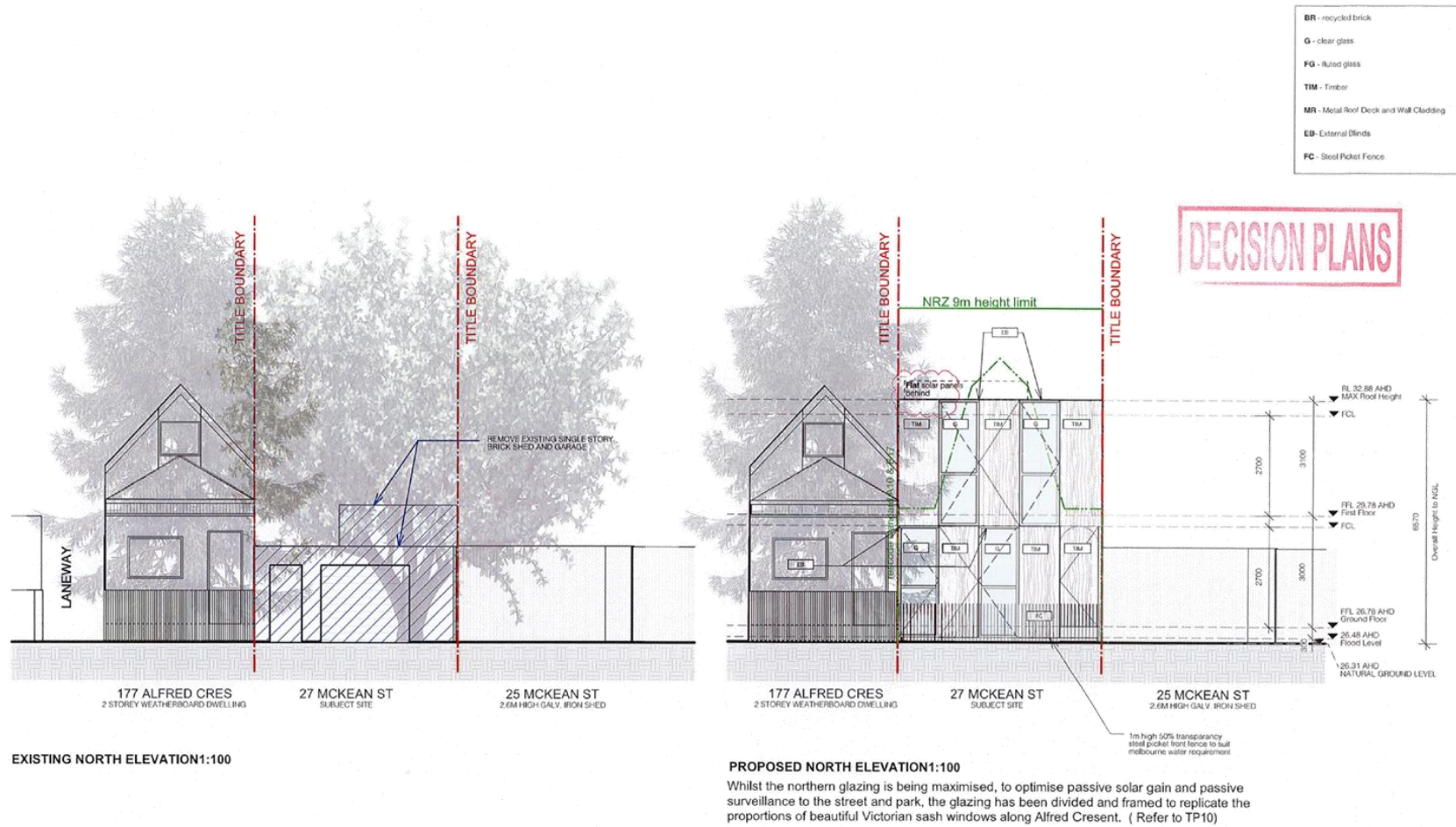
REVISION

**TP-08**

**D**



Attachment 3 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - part 2 of 3



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TP-09



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**PROJECT**  
 Rear of 27 McKean Street, Fitzroy North 3068

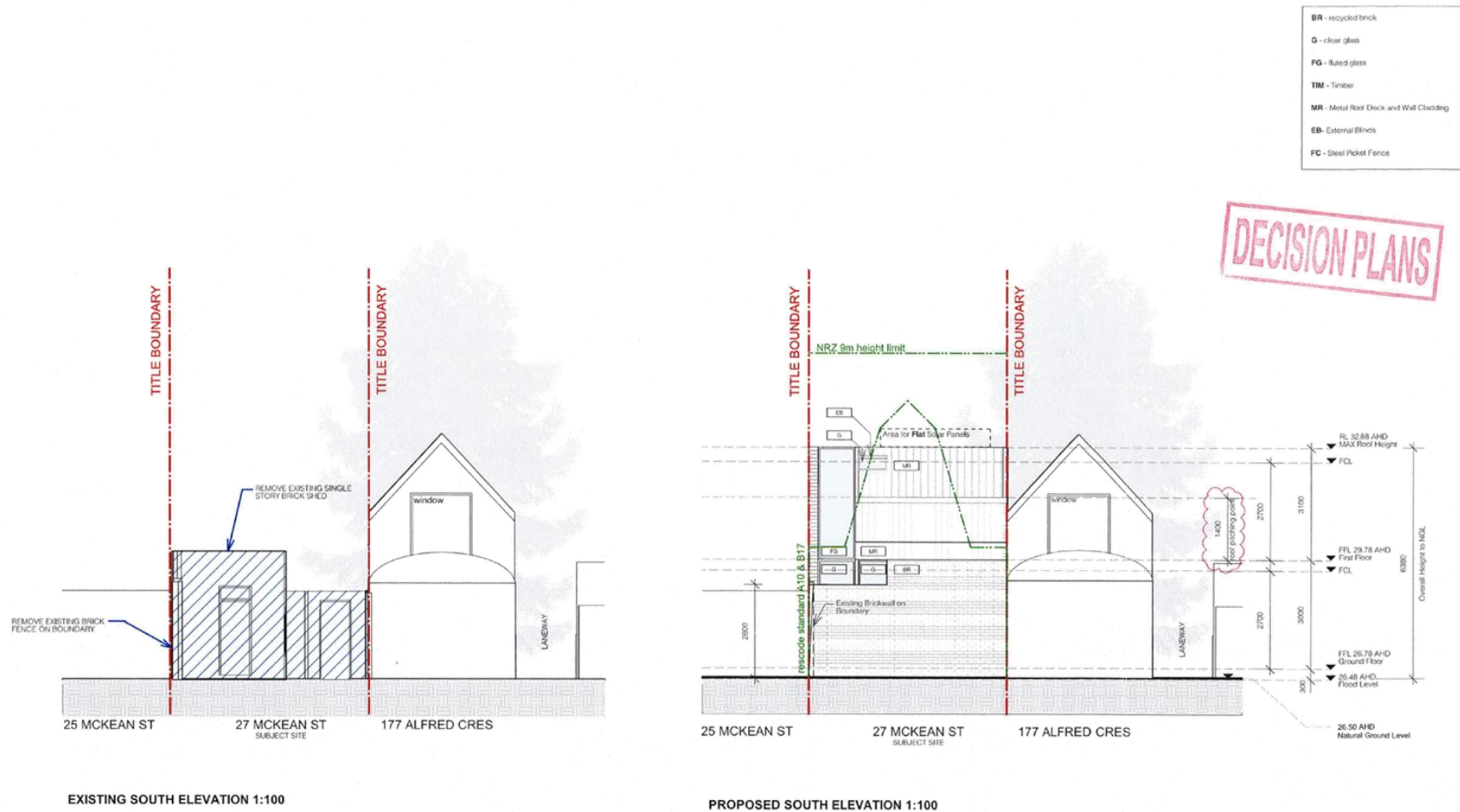
**CLIENT**  
 Bryan Mackenzie & Marija Patterson

**DRAWING TITLE**  
 Existing and Proposed North Elevations

REV	DATE	REVISION
E	3/4/19	Flat solar panels noted
D	17/1/19	TP 181 - window operability shown on elevation
C	7/12/18	TP 181
B	23/8/18	Town Planning Submission
A	31/07/18	Pre Application Discussion and MVR Assessment

**PROJECT #** 170210  
**DATE #** 23/08/18  
**SCALE #** n/a  
**DRAWN** RL  
**CHECKED** RM  
**REVISION**

Attachment 3 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - part 2 of 3



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PROJECT:  
 Rear of 27 McKean Street, Fitzroy North, 3068

CLIENT:  
 Bryan Mackenzie and Marija Patterson

DESIGNED BY:  
 Existing and Proposed South Elevations

REV	DATE	REVISION
E	30/6/18	Pitching point lowered
D	2/4/19	Pitching point lowered to remove overhanging to neighbour
C	07/12/18	TP RFI
B	23/08/18	Town Planning Submission
A	31/07/18	Pre Application Discussion and MRF Assessment

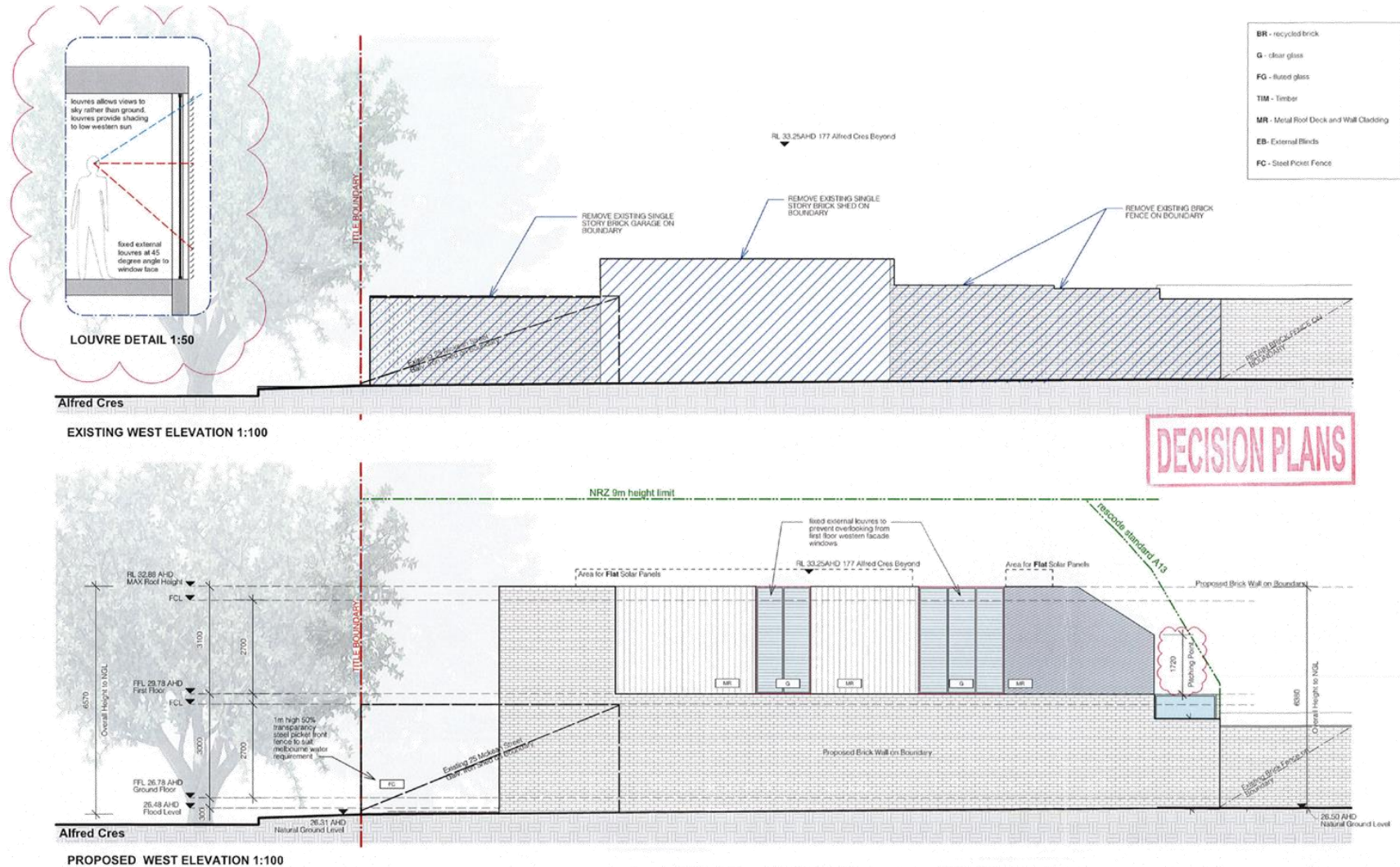
PROJECT # 170210  
 DATE 23/08/2018  
 SCALE 1:100  
 DRAWN KL  
 CHECKED JNM

**TP-11**

**E**



Attachment 3 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - part 2 of 3



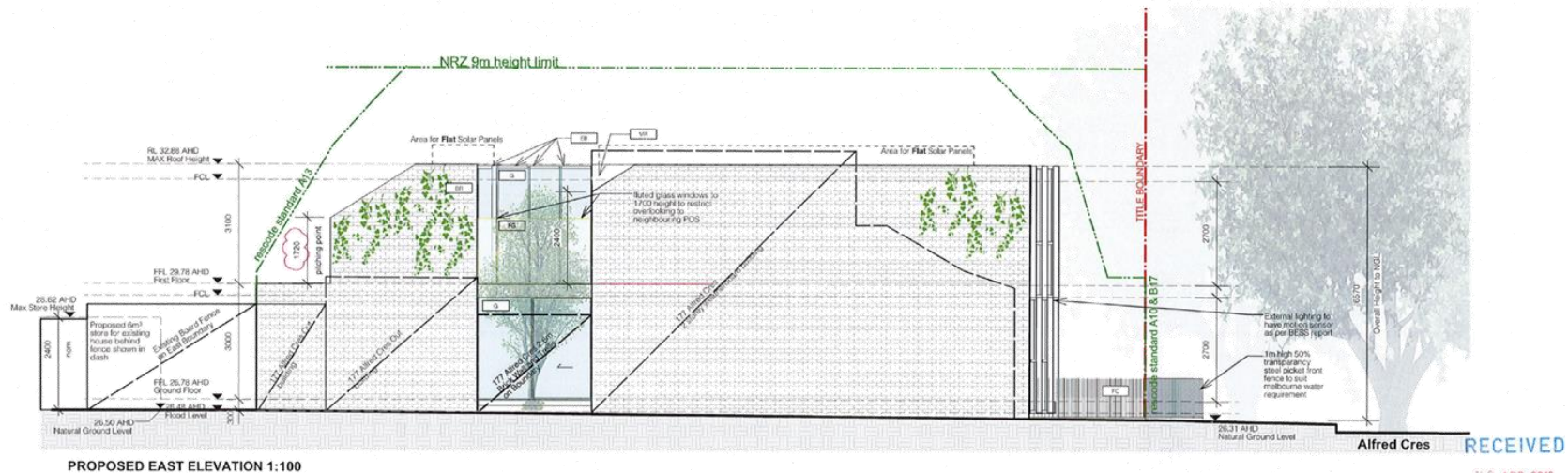
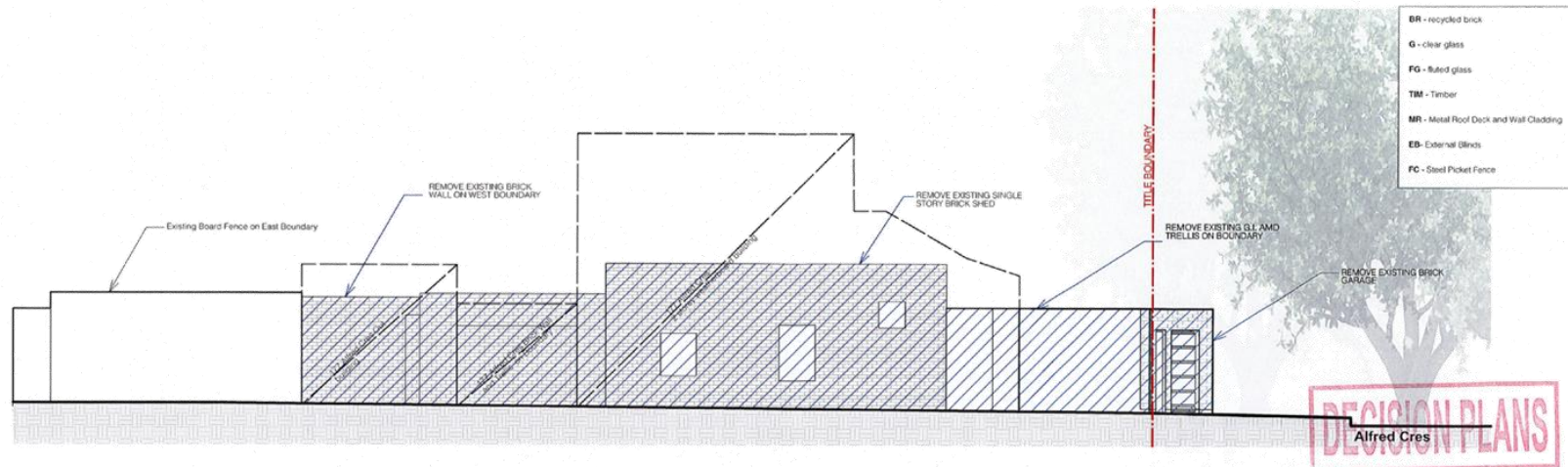
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PROJECT  
 Rear of 27 McKean Street, Fitzroy North 3068  
 CLIENT  
 Bryan Mackenzie & Marija Patterson  
 DRAWING TITLE  
 Existing and Proposed West Elevations

E 30/4/19 pitch point lowered  
 D 3/4/19 Pitching point lowered to remove overshadowing to neighbour + Flat solar panels noted + Louvre detail added  
 C 7/12/18 TP RFI  
 B 23/8/18 Town Planning Submission  
 A 31/8/18 Pre Application Discussion and MW Assessment

PROJECT # 173210  
 DATE 23/08/18  
 SCALE 1:100  
 DRAWN KL  
 CHECKED JRM  
 REVIEWED  
**TP-12**  
**E**

Attachment 3 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - part 2 of 3



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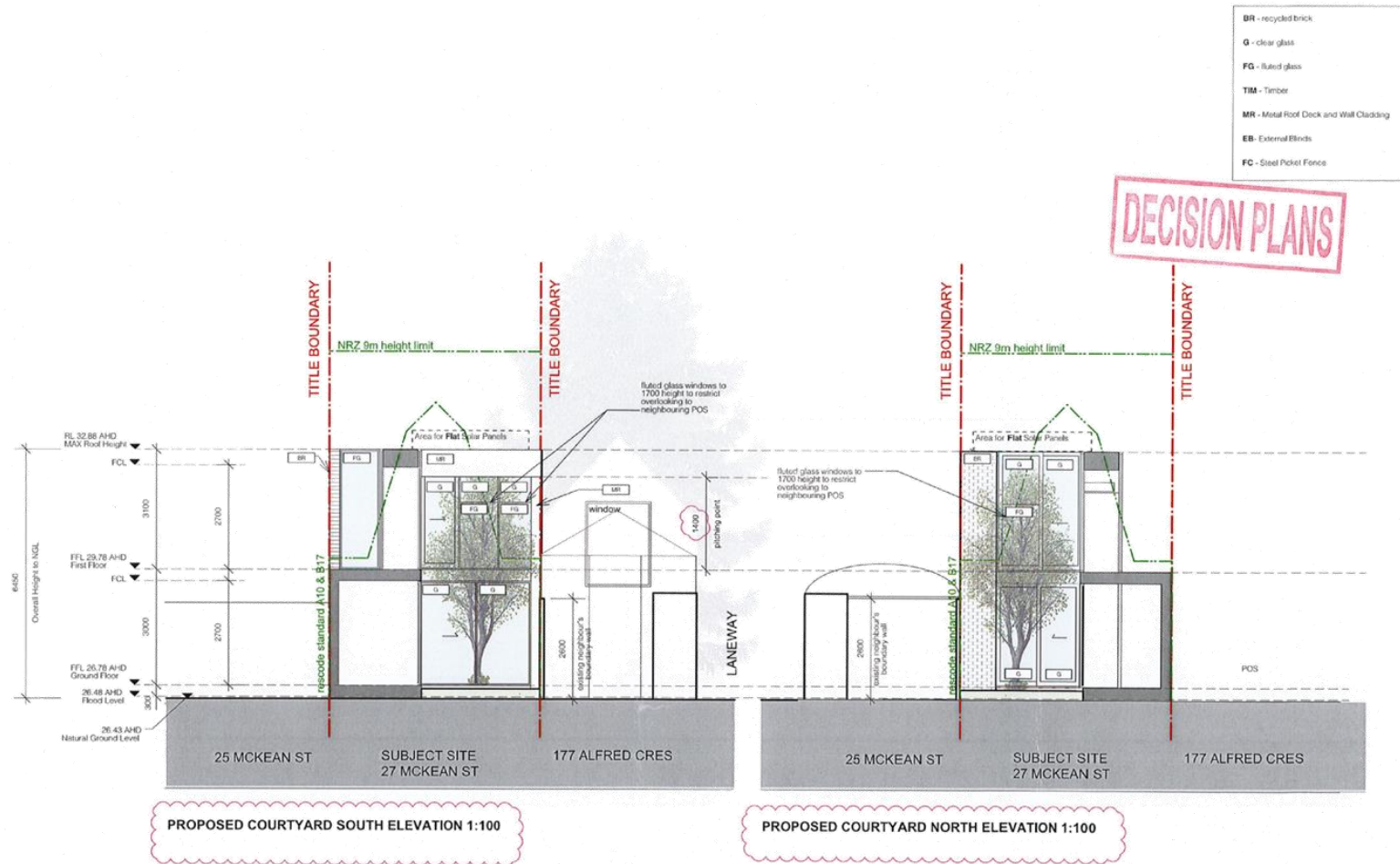
**PROJECT**  
Rear of 27 McKean Street, Fitzroy North 3068  
**CLIENT**  
Bryan Mackenzie & Marija Patterson  
**EXISTING AND PROPOSED EAST ELEVATIONS**

E	30/4/19	pitch point lowered to remove overhanging to neighbour - flat solar panels noted	PROJECT #	170210
D	3/4/19	pitch point lowered to remove overhanging to neighbour - flat solar panels noted	DATE #	23/06/18
C	7/12/18	Team Planning Submission	SCALE & NO.	N/A
B	23/8/18	Team Planning Submission	DRAWN	KL
A	31/07/18	Pre Application Discussion and MVR Assessment	CHECK	N/A

**TP-13**



Attachment 3 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - part 2 of 3



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**PROJECT**  
 Rear of 27 McKean Street, Fitzroy North 3068  
**CLIENT**  
 Bryan Mackenzie & Marija Patterson  
**DRAWING TITLE**  
 Internal South and North Elevations

**REVISIONS**

NO.	DATE	REVISION
C	3/4/19	Pitched roof to courtyard shown + Flat solar panels noted
B	17/11/18	TP RFI - drawing labels added
A	7/12/18	TP RFI Education Discussion and MW Assessment

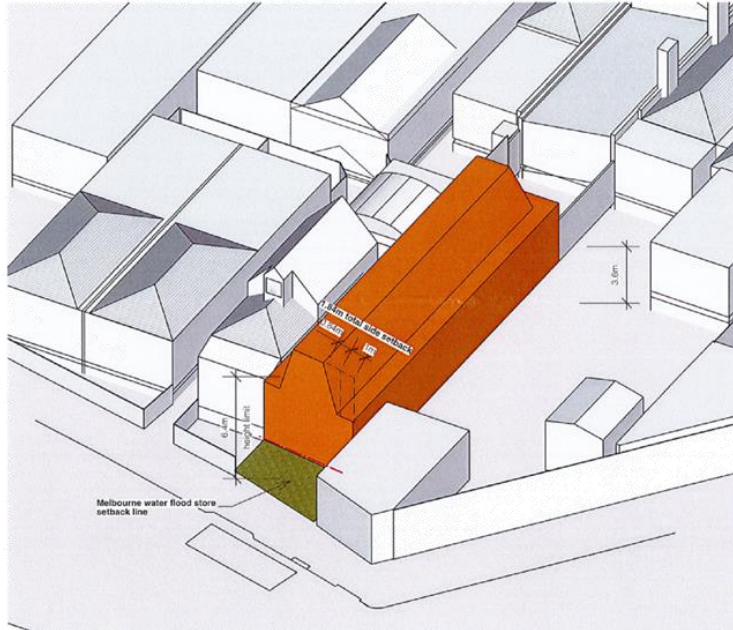
**PROJECT #** 170210  
**DATE #** 23/09/18  
**SCALE #** A3  
**DRAWN** KL  
**CHECKED** TBM  
**TP-13B**  
**C**



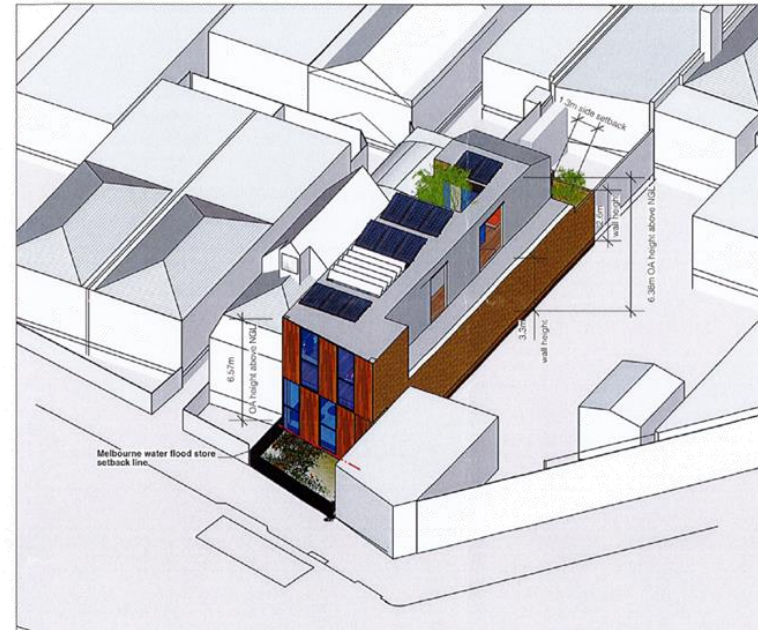
Attachment 3 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - part 2 of 3

DECISION PLANS

Clause 55 and Melbourne Water Required Building Envelope



Revised Proposed 2 Storey Dwelling at the Rear of 27 McKean Street



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PROJECT  
 Rear of 27 McKean Street, Fitzroy North 3068  
 CLIENT  
 Bryan Mackenzie Architects  
 DRAWING TITLE  
 Building Envelope Comparison

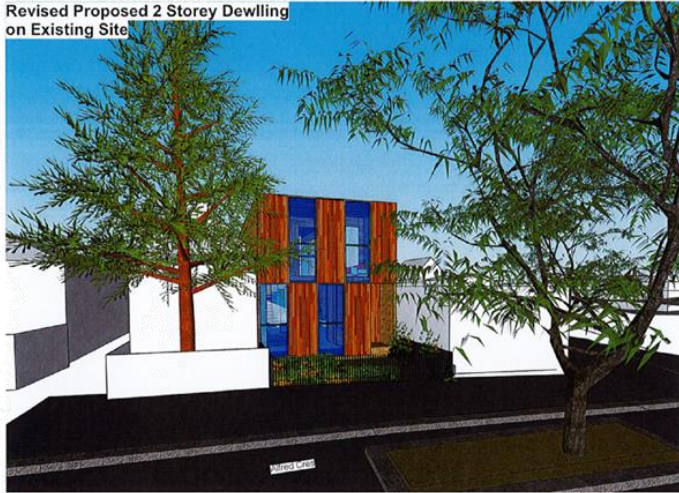
A 7/12/18 TP Finalisation Discussion and MW  
 A 07/12/18 Amendment  
 ISSUE DATE REVISION

PROJECT # 170210  
 DATE # 23/08/2018  
 SCALE 4:10  
 DRAWN KL  
 CHECK 18A  
 TP-13C  
 A REVISION



Attachment 3 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A Plans - part 2 of 3

Revised Proposed 2 Storey Dwelling  
on Existing Site



Revised Proposed 2 Storey Dwelling  
on Existing Site



Revised Proposed 2 Storey Dwelling  
with Potential Neighbour Development



Revised Proposed 2 Storey Dwelling  
with Potential Neighbour Development



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PROJECT  
Rear of 27 McKean Street, Fitzroy North, 3068  
CLIENT  
Bryan Mackenzie and Marija Patterson  
DRAWING TITLE  
3D Images( Potential Neighbour Development)

B 07/12/18 TP RP1  
A 23/08/19 Town Planning Submission  
REV 01/19

PROJECT # 170210  
DATE # 23/08/2018  
SCALE # A3  
DRAWN KL  
CHECK BM

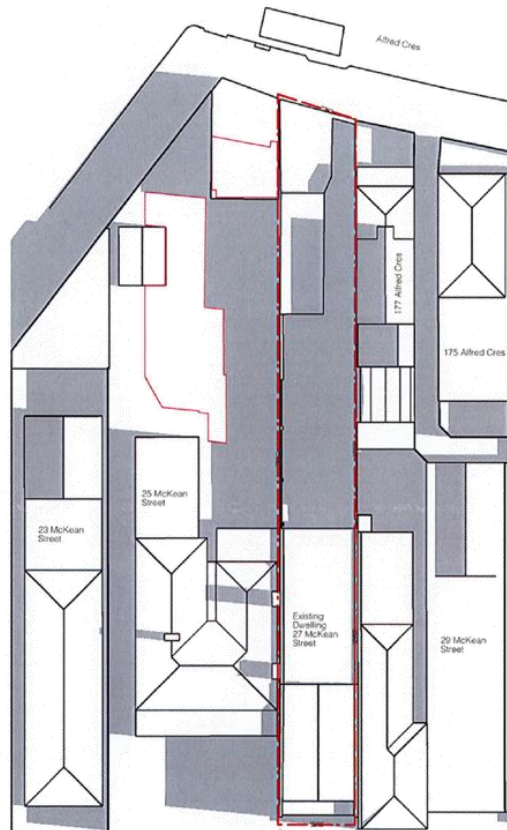
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REVISION

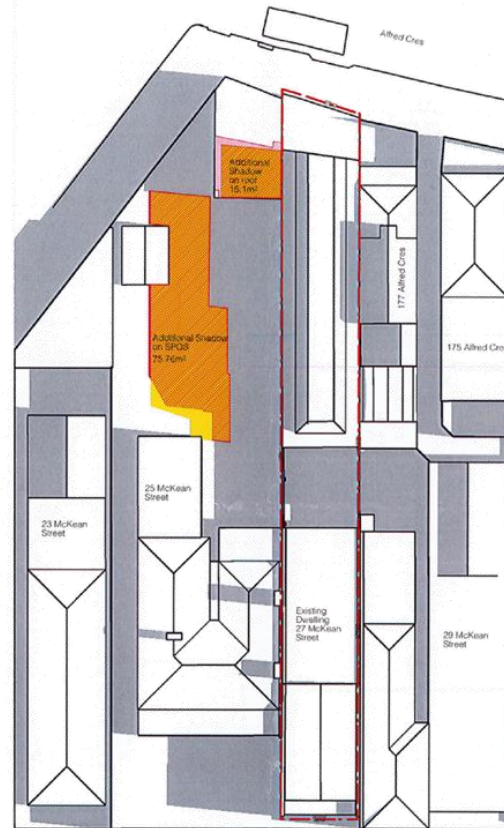


Attachment 4 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A plans - Part 3 of 3

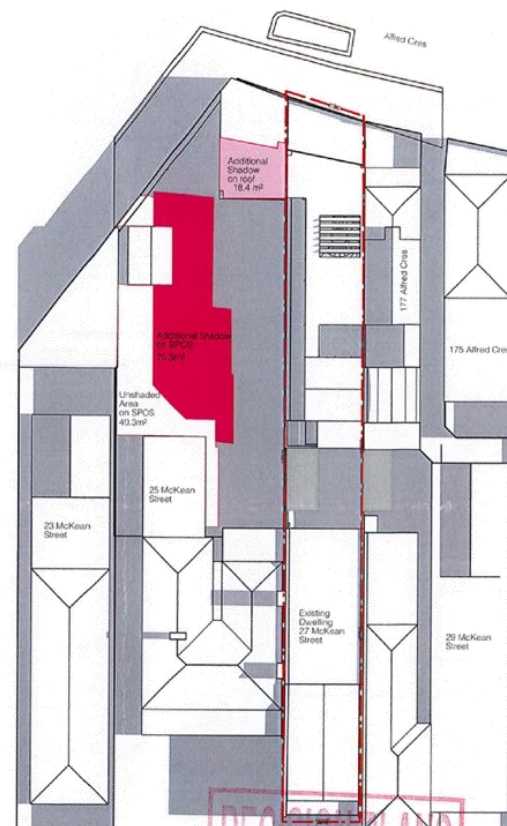
Shadow of Existing



Shadow of Clause 55 and Melbourne Water Required Building Envelope



Shadow of Proposed dwelling




	Clause 55 and Melbourne Water Building Envelope	Proposed	
Additional Shadow in neighbour's roof top	15.1m²	18.4 m²	3.3m² more than Building Envelope
Additional Shadow in neighbour's POS	75.76 m²	70.5m²	5.26 m² less than Building Envelope

 proposed new shadows created to neighbouring property

 overlapping of proposed shadow and new shadows created by Clause 55 and Melbourne Water Building Envelope

 new shadows created by Clause 55 and Melbourne Water Building Envelope

 new shadows created by Clause 55 and Melbourne Water Building Envelope

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ABN: 1911 74 80 636

PROJECT  
Rear of 27 McKean Street, Fitzroy North, 3068  
CLIENT  
Bryan Mackenzie and Marija Patterson  
DRAWING TITLE  
Shadow Diagrams 9am 22nd September



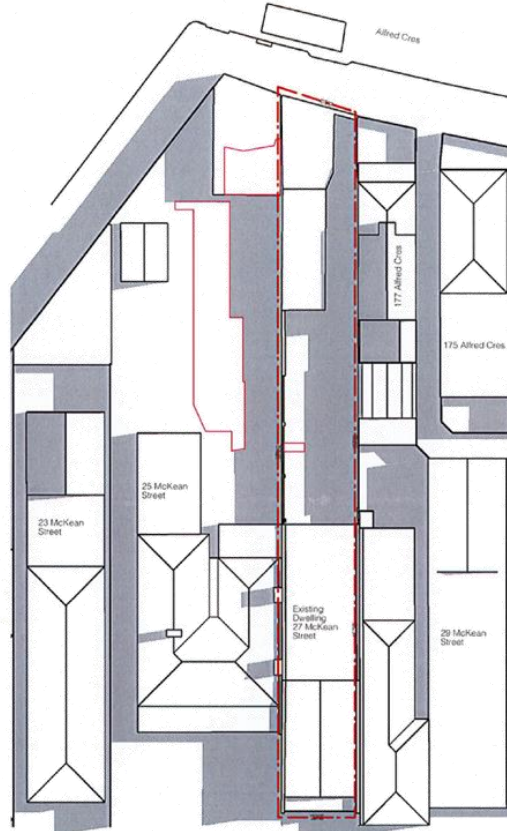
C 07/12/18 TP H/1  
B 23/08/18 Town Planning Submission  
A 31/07/18 Pre Application Discussion and MW Assessment  
REVISION

PROJECT # 170210  
DATE # 23/06/2018  
SCALE # AS  
DRAWN KL  
CHECKED ILM

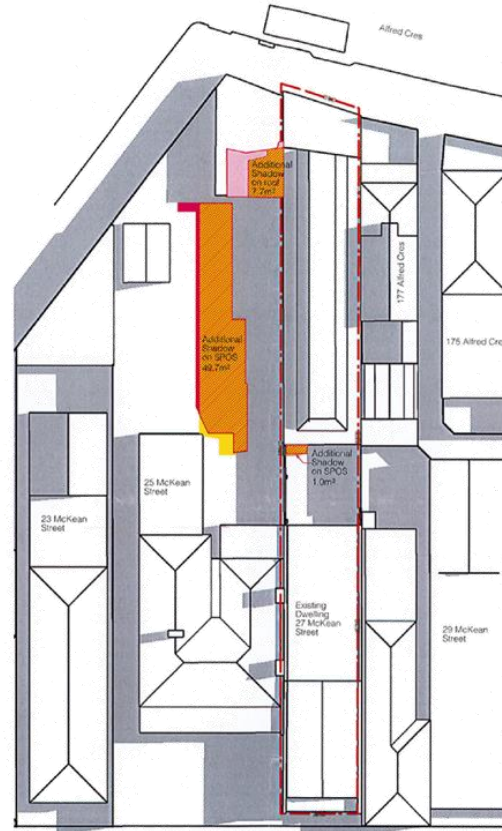
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REVISION

Attachment 4 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A plans - Part 3 of 3

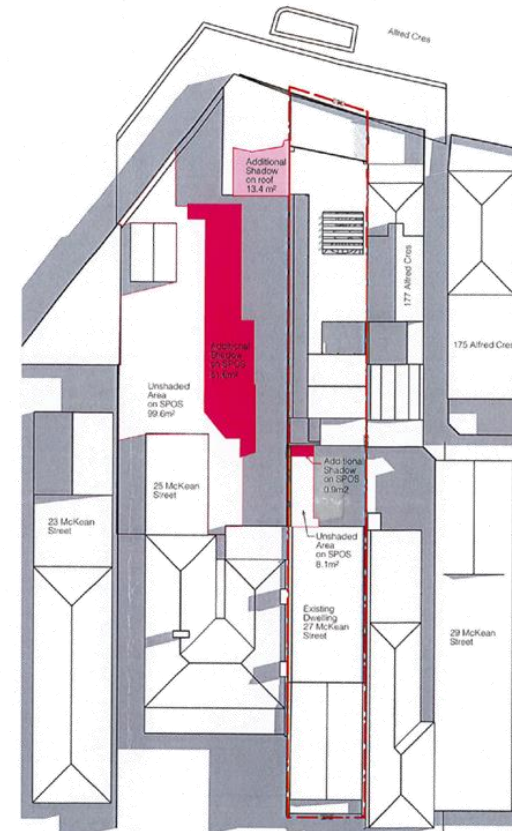
Shadow of Existing



Shadow of Clause 55 and Melbourne Water Required Building Envelope



Shadow of Proposed dwelling



	Clause 55 and Melbourne Water Building Envelope	Proposed	
Additional Shadow in neighbour's roof top	7.7m²	13.4m²	5.7m² more than Building Envelope
Additional Shadow in neighbour's POS	50.7m²	52.4m²	1.8m² more than Building Envelope

proposed new shadows created to neighbouring property



overlapping of proposed shadow and new shadows created by Clause 55 and Melbourne Water Building Envelope

new shadows created by Clause 55 and Melbourne Water Building Envelope

DECISION PLANS

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**PROJECT**  
Rear of 27 McKean Street, Fitzroy North, 3068  
**CLIENT**  
Bryan Mackenzie and Marija Patterson  
**DRAWING TITLE**  
Shadow Diagrams 10am 22nd September



B 07/12/16 TP R1  
A 23/09/18 Town Planning Submission  
REVISED

**PROJECT #** 170210  
**DRAWN** 23/08/2018  
**SCALE** 1:200  
**DATE** 23/08/2018  
**BY** RL  
**CHKD** NM

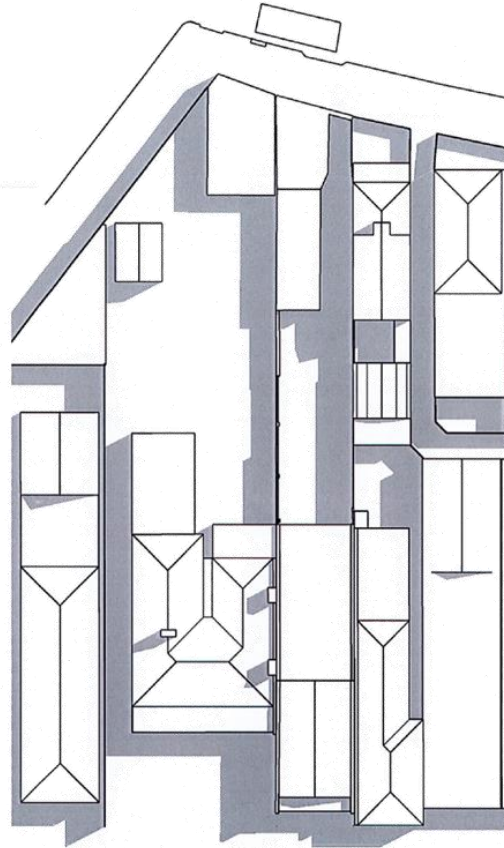
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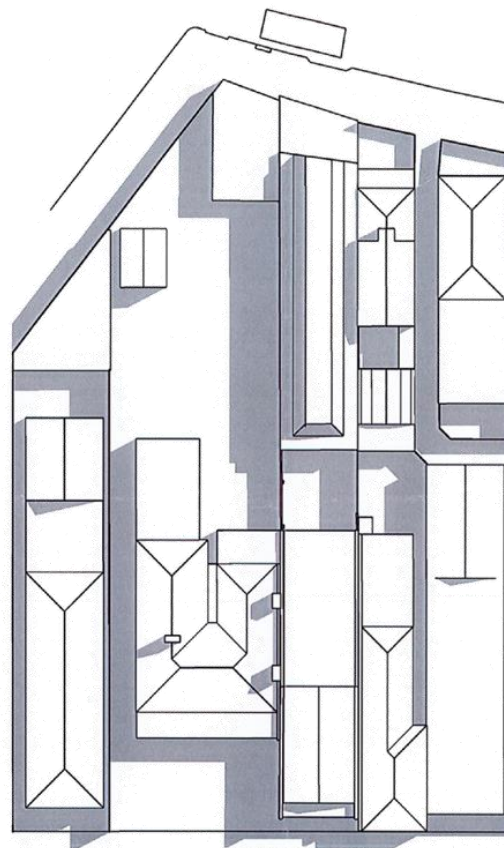


Attachment 4 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A plans - Part 3 of 3

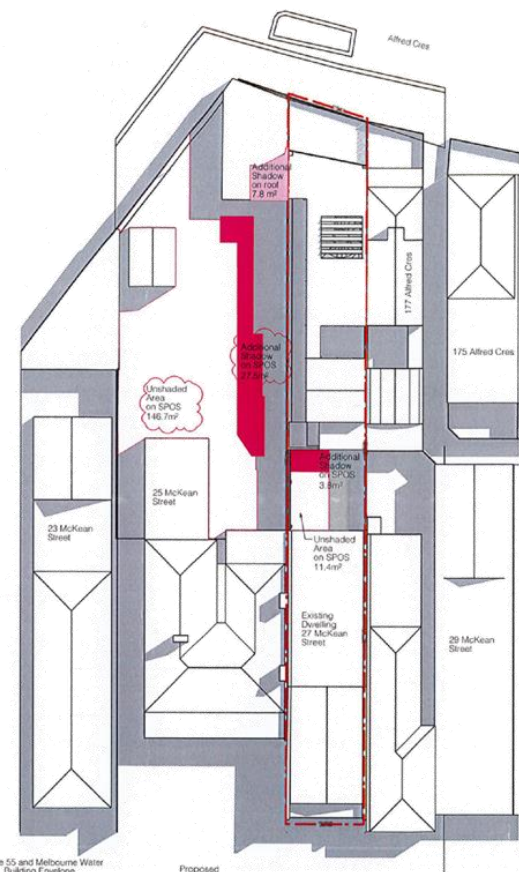
Shadow of Existing



Shadow of Clause 55 and Melbourne Water Required Building Envelope



Shadow of Proposed dwelling



Additional Shadow in neighbour's roof top	30.8m²	35.3m²	4.5m² more than Building Envelope
Additional Shadow in neighbour's POS	7.8m²	3.2m²	4.6m² more than Building Envelope

proposed new shadows created to neighbouring property



overlapping of proposed shadow and new shadows created by Clause 55 and Melbourne Water Building Envelope

new shadows created by Clause 55 and Melbourne Water Building Envelope

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PROJECT  
Rear of 27 McKean Street, Fitzroy North, 3068  
CLIENT  
Bryan Mackenzie and Marija Patterson  
DRAWING TITLE  
Shadow Diagrams 11am 22nd September



C 30/4/10 pitching point lowered  
B 07/12/16 TP BFI  
A 23/06/18 Town Planning Submission  
REV: DATE

PROJECT # 170210  
DATE # 23/06/2018  
SCALE # A3 1:200  
DRAWN KL  
CHKD HMA

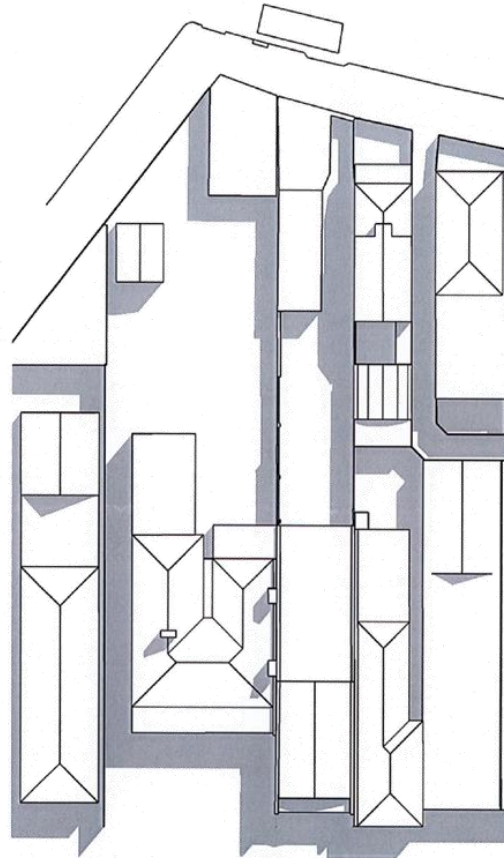
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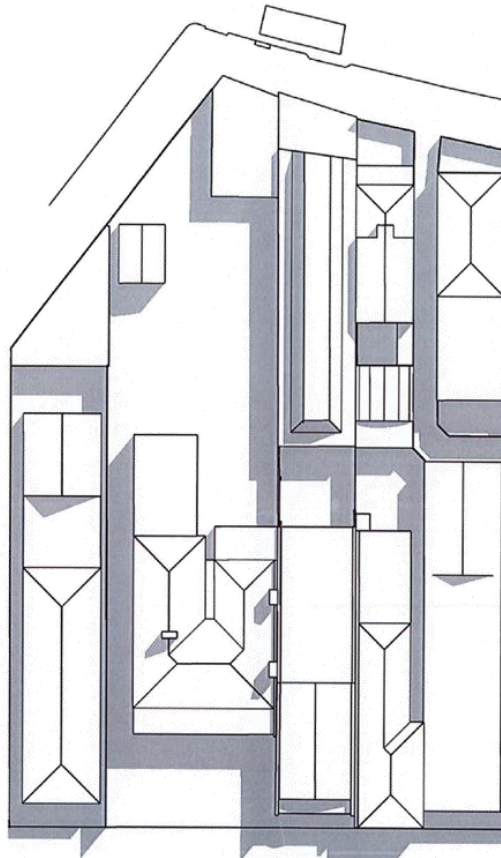


Attachment 4 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A plans - Part 3 of 3

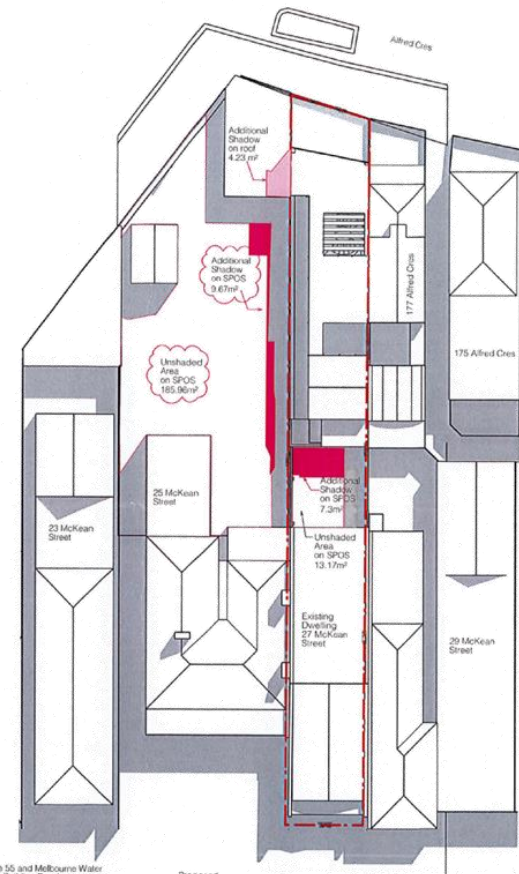
Shadow of Existing



Shadow of Clause 55 and Melbourne Water Required Building Envelope



Shadow of Proposed dwelling



Additional Shadow in neighbour's roof top	4.23m²	1.6m²	4.5m² more than Building Envelope
Additional Shadow in neighbour's SPOS	22.9m²	22.8m²	0.1m² less than Building Envelope

proposed new shadows created to neighbouring property



overlapping of proposed shadow and new shadows created by Clause 55 and Melbourne Water Building Envelope

new shadows created by Clause 55 and Melbourne Water Building Envelope

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PROJECT: Rear of 27 McKean Street, Fitzroy North, 3068  
CLIENT: Bryan Mackenzie and Marija Patterson  
DRAWING TITLE: Shadow Diagrams 12pm 22nd September



D 30/4/19 pitching point lowered  
C 07/12/18 TP RFI  
B 23/05/18 Town Planning Submission  
A 31/07/18 Pre Application Discussion and MPA Assessment  
REV DATE REVISION

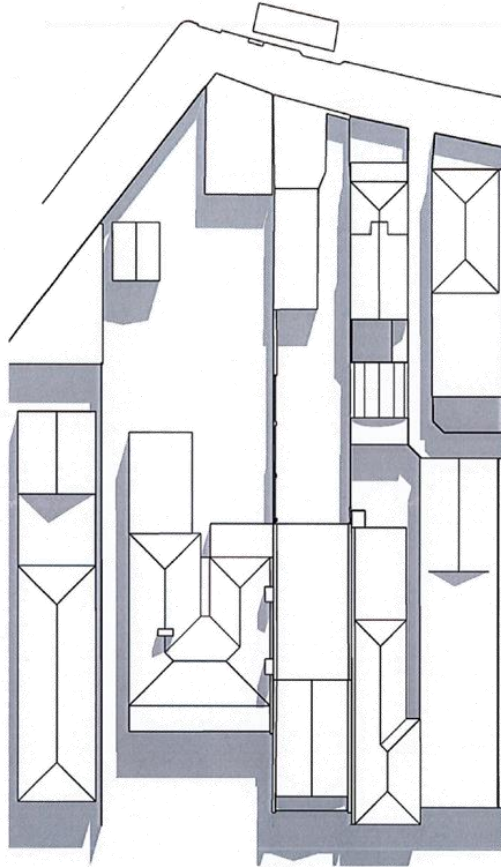
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DATE # 25/06/2018  
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CHECKED FBM

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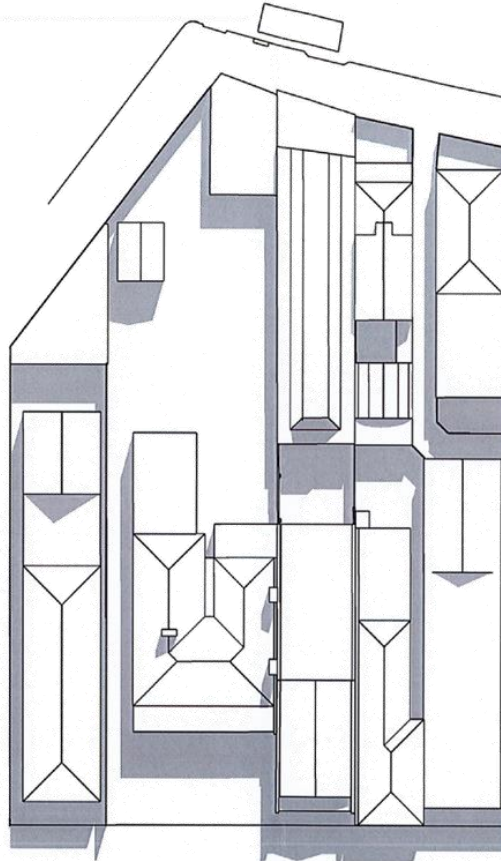
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Attachment 4 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A plans - Part 3 of 3

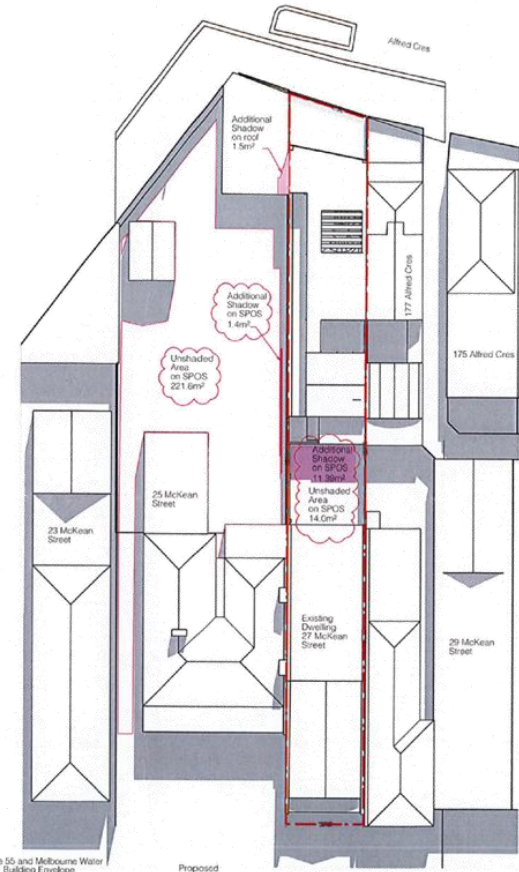
Shadow of Existing



Shadow of Clause 55 and Melbourne Water Required Building Envelope



Shadow of Proposed dwelling



Additional Shadow in neighbour's roof top	0.4m²	1.2m²	4.5m² more than Building Envelope
Additional Shadow in neighbour's POS	21.5m²	15.5m²	6.0m² less than Building Envelope

proposed new shadows created to neighbouring property



overlapping of proposed shadow and new shadows created by Clause 55 and Melbourne Water Building Envelope

new shadows created by Clause 55 and Melbourne Water Building Envelope

DECISION PLANS

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PROJECT  
Rear of 27 McKean Street, Fitzroy North, 3068  
CLIENT  
Bryan Mackenzie and Marija Patterson  
DRAWING TITLE  
Shadow Diagrams 1pm 22nd September



C 30/4/19 Pitching point lowered  
B 07/12/18 TP R1  
A 23/09/18 Town Planning Submission  
REVISED

PROJECT # 170210  
DATE # 23/08/2018  
SCALE # A3 1:200  
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CHECK HM

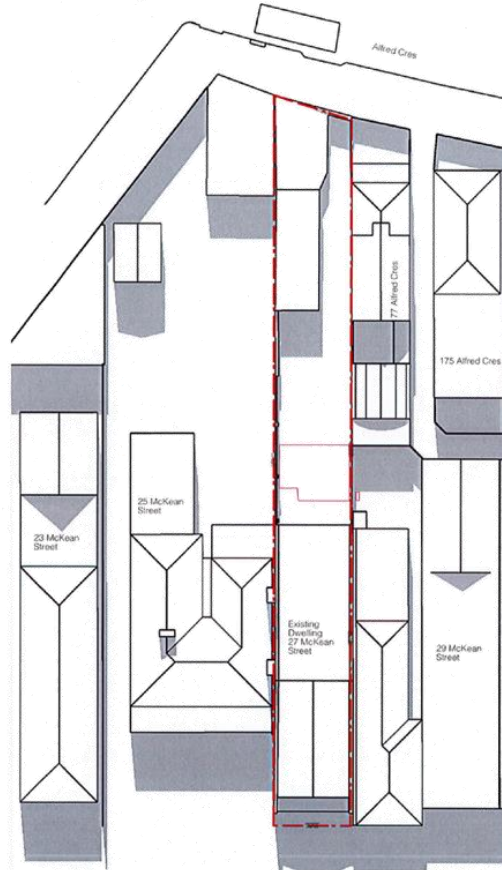
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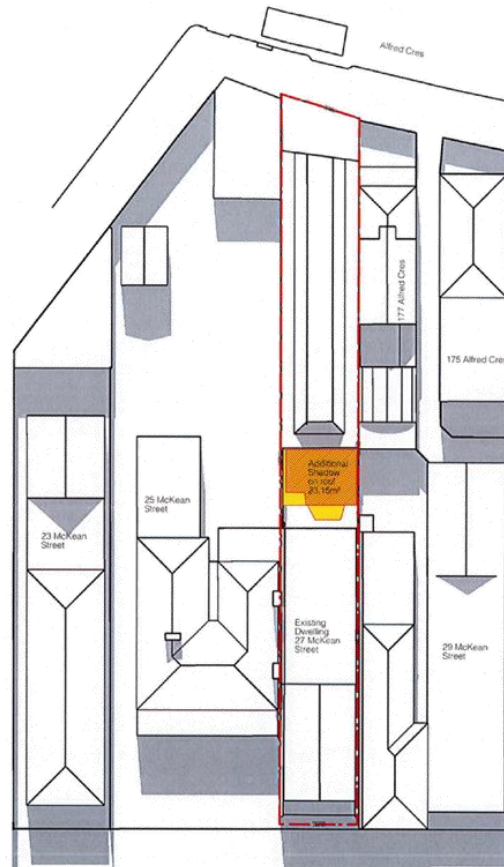


Attachment 4 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A plans - Part 3 of 3

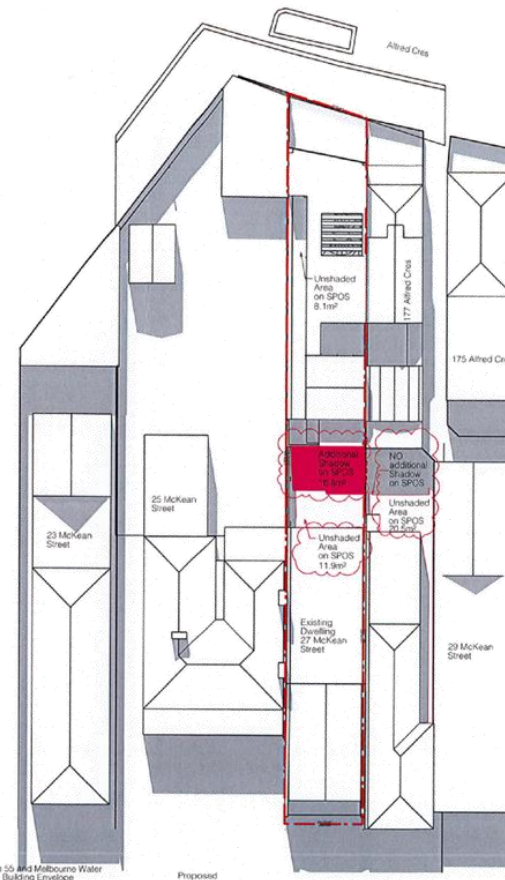
Shadow of Existing



Shadow of Clause 55 and Melbourne Water Required Building Envelope



Shadow of Proposed dwelling



Additional Shadow in neighbour's roof top	0m²	0m²	
Additional Shadow in neighbour's POS	23.2m²	10.2m²	4.0m² less than Building Envelope

proposed new shadows created to neighbouring property



overlapping of proposed shadow and new shadows created by Clause 55 and Melbourne Water Building Envelope

new shadows created by Clause 55 and Melbourne Water Building Envelope

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PROJECT  
Rear of 27 McKean Street, Fitzroy North, 3068  
CLIENT  
Bryan Mackenzie and Marija Patterson  
DRAWING TITLE  
Shadow Diagrams 2pm 22nd September

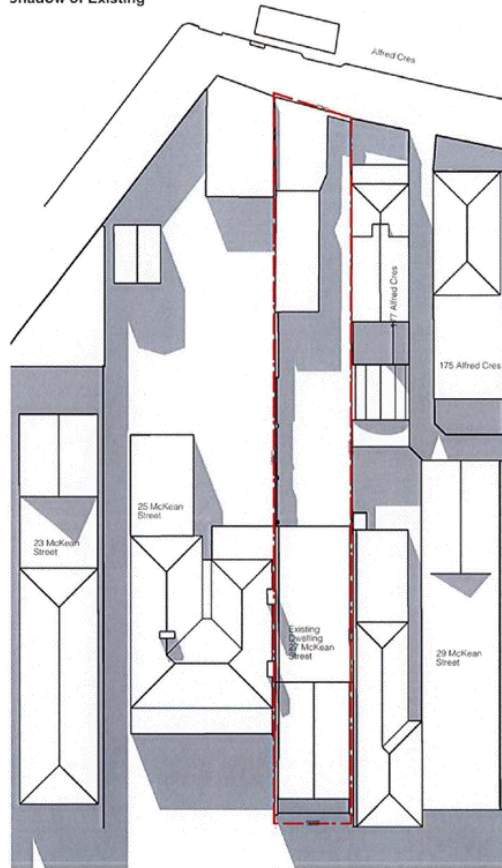


C 30/4/19 pitching point lowered  
B 07/12/18 TP RFI  
A 23/09/18 Town Planning Submission  
DATE REVISION

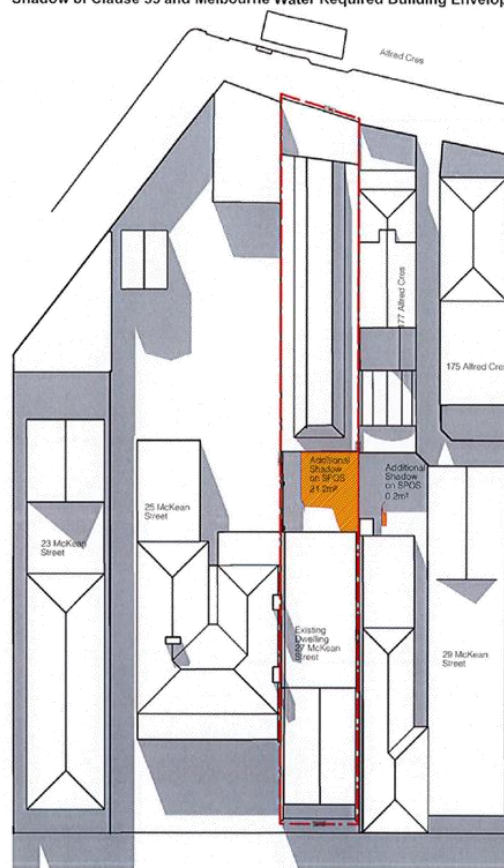
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CHECKED BY FM  
REVISION  
TP-19  
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# Attachment 4 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A plans - Part 3 of 3

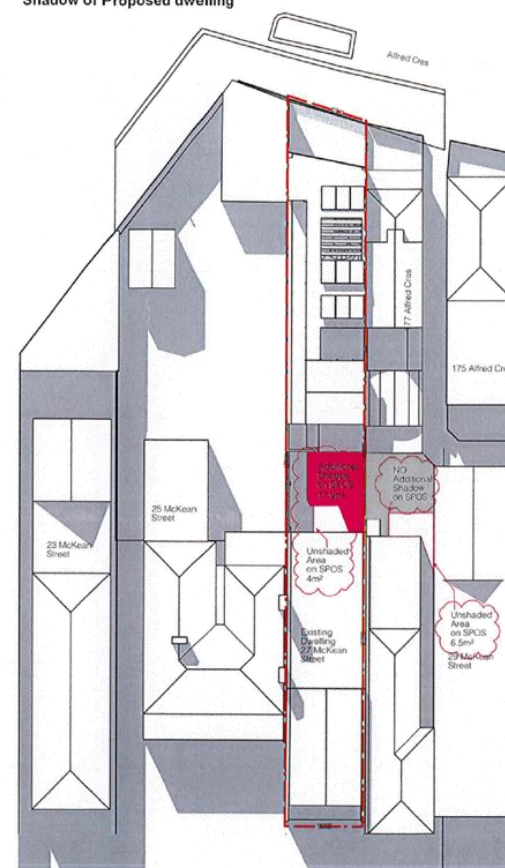
Shadow of Existing



Shadow of Clause 55 and Melbourne Water Required Building Envelope



Shadow of Proposed dwelling



Additional Shadow in neighbour's roof top	0m²	0m²
Additional Shadow in neighbour's POS	21.2m²	16.5m²

proposed new shadows created to neighbouring property



overlapping of proposed shadow and new shadows created by Clause 55 and Melbourne Water Building Envelope

new shadows created by Clause 55 and Melbourne Water Building Envelope

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PROJECT  
Rear of 27 McKean Street, Fitzroy North, 3068  
CLIENT  
Bryan Mackenzie and Marija Patterson  
DRAWING TITLE  
Shadow Diagrams 3pm 22nd September



E 30/4/19  
D 24/19  
C 07/12/18  
B 23/08/18  
A 31/07/18  
REVISION  
DATE

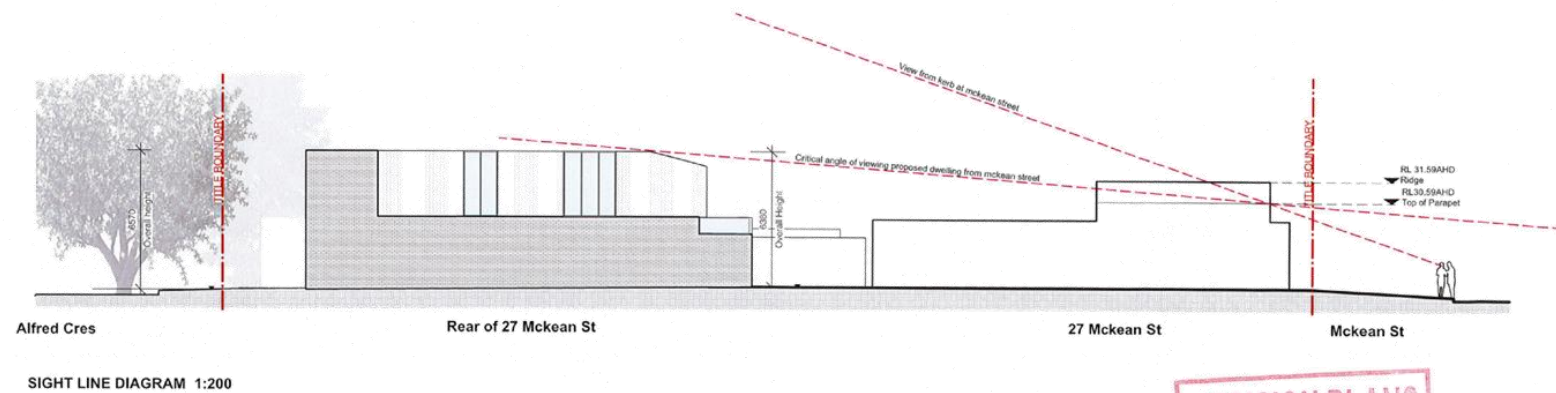
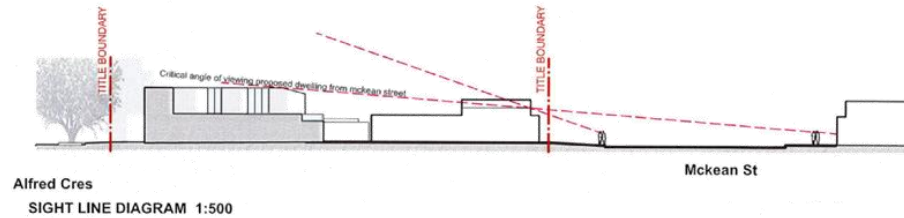
PROJECT # 170210  
DATE # 23/08/2018  
SCALE # A3 1:200  
DRAWN: RL  
CHECKED: NM

TP-20

E



Attachment 4 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A plans - Part 3 of 3



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drawings.

PROJECT  
Rear of 27 McKean Street, Fitzroy North, 3068

CLIENT  
Bryan Mackenzie and Marija Patterson

DRAWING TITLE  
Sightline Diagram

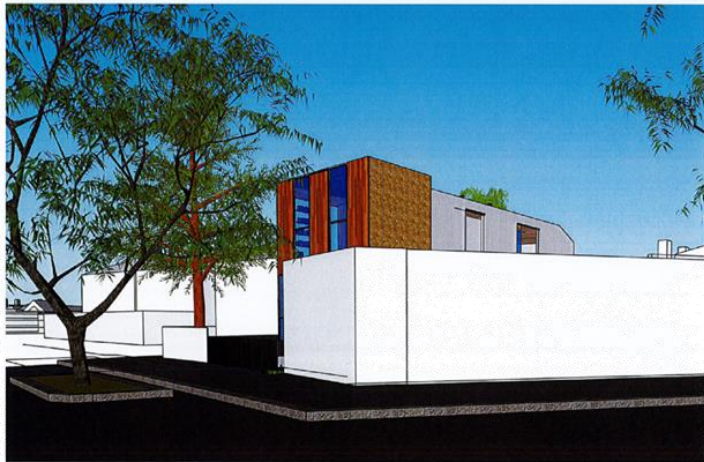
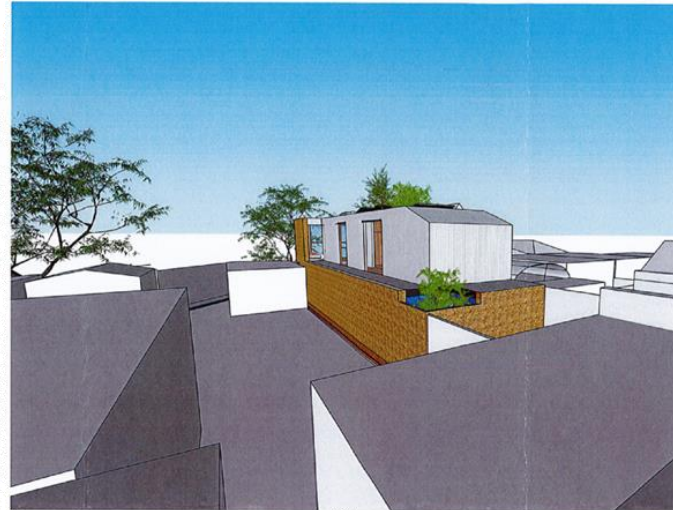
B 07/12/18 TP R1  
A 23/09/18 Term Planning Submission  
REV DATE REVISION

PROJECT # 170210  
DATE # 23/09/2018  
SCALE # A3 1:200  
DRAWN KL  
CHKD JLM

TP-21

B  
REVISION

Attachment 4 - PLN18/0642 - 27 McKean Street Fitzroy North - Section 57A plans - Part 3 of 3



DECISION PLANS

RECEIVED

30 APR 2019



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 Fitzroy VIC 3065  
 ABN: 1911 74 80 636

PROJECT  
 Rear of 27 McKean Street, Fitzroy North, 3068  
 CLIENT  
 Bryan Mackenzie and Marija Patterson  
 DRAWING TITLE  
 3D Images

D 07/12/18 TP-FR1  
 A 23/06/19 Town Planning Submission  
 ISSUE DATE REVISION

PROJECT # 170210  
 DATE # 23/06/2018  
 SCALE # NA  
 DRAWN KL  
 CHECKED NM  
 TP-22  
 B  
 REVISION

**Attachment 5 - PLN19/0103 - 27 McKean Street Fitzroy North - Amended Melbourne Water Response (04 June 2019)**



4 June 2019

Sarah Griffiths  
Yarra City Council  
P.O. Box 168  
Richmond VIC 3121

Dear Sarah,

**Proposal:** Construction of Dwelling to the rear of the existing dwelling. (amended letter)

**Site location:** 27 MCKEAN STREET FITZROY NORTH 3068

**Melbourne Water reference:** MWA-1109127

**Council reference:** PLN18/0642

**Date referred:** 06/02/2019

**Our Decision**

Melbourne Water, pursuant to Section 56(1) of the Planning and Environment Act 1987, does not object to the proposal, subject to the following conditions:

**Conditions**

1. Prior to the development plans being endorsed, amended plans must be submitted to Council and Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with surface and floor levels to Australian Height Datum (AHD) and must show:

a) Finished floor levels of the storage areas/sheds to the existing and new dwelling must be set no lower than 24.63 metres to AHD.

2. Finished floor levels of the dwelling must be constructed no lower than 26.78 metres to Australian Height Datum (AHD).

3. The layout of the northern (front) boundary setback as shown on the submitted plans must not be altered without further written consent from Melbourne Water, this setback is to allow for the conveyance of overland flow.

4. Finished floor levels of the external storage area to the new dwelling and the storage shed to the existing dwelling must be constructed no lower than 26.63 metres to AHD.

5. Imported fill must be kept to a minimum on the property and must only be used for the sub floor areas of the dwelling.

6. Any new front fence must be open style (50%) of construction or timber paling to allow for the conveyance of overland flow.



**Attachment 5 - PLN19/0103 - 27 McKean Street Fitzroy North - Amended Melbourne Water Response (04 June 2019)**

7. Prior to the issue of an Occupancy Permit, a certified survey plan, showing finished floor levels (as constructed) reduced to the Australian Height Datum, must be submitted to Melbourne Water to demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.

**Advice**

The applicable flood level is 24.48 metres to Australian Height Datum (AHD).

**Advice to Council**

Melbourne Water reviewed the required four metre setback and has determined that the setback as shown on the submitted plans will allow for the conveyance of overland flow. Condition 3 has been reviewed and reworded to incorporate the setback into Melbourne Waters approval.

To access more information regarding other services or online applications that Melbourne Water offers please visit our [website](#).

For general development enquiries contact our Customer Service Centre on 131722.

Regards,



Louise Ripper  
Development Planning Services



**Attachment 6 - PLN18/0642 - 27 McKean Street Fitzroy North - Original Melbourne Water Referral Response (18 February 2019)**



18 February 2019

Sarah Griffiths  
Yarra City Council  
P.O. Box 168  
Richmond VIC 3121

Dear Sarah,

**Proposal:** Construction of Dwelling to the rear of the existing dwelling.

**Site location:** 27 MCKEAN STREET FITZROY NORTH 3068

**Melbourne Water reference:** MWA-1109127

**Council reference:** PLN18/0642

**Date referred:** 06/02/2019

**Our Decision**

Melbourne Water, pursuant to Section 56(1) of the Planning and Environment Act 1987, does not object to the proposal, subject to the following conditions:

**Conditions**

1. Prior to the development plans being endorsed, amended plans must be submitted to Council and Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with surface and floor levels to Australian Height Datum (AHD) and must show:

a) Finished floor levels of the storage areas/sheds to the existing and new dwelling must be set no lower than 24.63 metres to AHD.

2. Finished floor levels of the dwelling must be constructed no lower than 26.78 metres to Australian Height Datum (AHD).

3. A minimum four metre setback measured from the northern (front) boundary and maintained at natural surface levels is required for the conveyance of overland flow.

4. Finished floor levels of the external storage area to the new dwelling and the storage shed to the existing dwelling must be constructed no lower than 26.63 metres to AHD.

5. Imported fill must be kept to a minimum on the property and must only be used for the sub floor areas of the dwelling.

6. Any new front fence must be open style (50%) of construction or timber paling to allow for the conveyance of overland flow.

7. Prior to the issue of an Occupancy Permit, a certified survey plan, showing finished



**Attachment 6 - PLN18/0642 - 27 McKean Street Fitzroy North - Original Melbourne Water Referral Response (18 February 2019)**

floor levels (as constructed) reduced to the Australian Height Datum, must be submitted to Melbourne Water to demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.

**Advice**

The applicable flood level is 24.48 metres to Australian Height Datum (AHD).

To access more information regarding other services or online applications that Melbourne Water offers please visit our [website](#).

For general development enquiries contact our Customer Service Centre on 131722.

Regards,

A handwritten signature in black ink, appearing to read 'L. Ripper'.

Louise Ripper  
Customer and Planning Services

## Attachment 7 - PLN18/0642 - 27 McKean Street Fitzroy North - Heritage Advice

## City of Yarra Heritage Advice

---

<b>Application No.:</b>	PLN18/0642
<b>Address of Property:</b>	<b>27 McKean Street, Fitzroy north</b>
<b>Planner:</b>	Chris Stathis
<b>Yarra Planning Scheme</b>	STATE POLICY:
<b>References:</b>	<ul style="list-style-type: none"> <li>• Clause 15.03 Heritage</li> </ul> LOCAL POLICY: <ul style="list-style-type: none"> <li>• Clause 21.05-1 Built Form (Heritage)</li> <li>• Clause 43.01 Heritage Overlay</li> <li>• Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay</li> </ul>
<b>Heritage Overlay No. &amp; Precinct:</b>	HO-327 North Fitzroy Precinct (A)
<b>Level of significance:</b>	Contributory, constructed 1880-1890 (Appendix 8, City of Yarra Review of Heritage Overlay Areas 2007- updated Feb 2017)
<b>General description:</b>	Construction of a new dwelling at the rear of the site, facing Alfred Crescent.
<b>Drawing Nos.:</b>	Set of 28 x A3 drawings prepared by Austin Maynard Architects, received by Council and date stamped 17 January 2019

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### CONTEXT DESCRIPTION:

The subject site is a rectangular allotment with principal frontage to McKean Street and rear frontage to Alfred Crescent. The site is located on the northern side of the street between Jamieson Street to the west and Grant Street to the east. The rear of the site is highly visible, as Edinburgh Gardens is located across the street.

The subject site contains a single storey, Victorian-era, dichromatic brick dwelling with a decorative parapet that fronts McKean Street. Historically the rear of the site had stables and a water closet accessed via Alfred Crescent. However today the rear of the site presents simply as a contemporary brick garage.

The rear of the site faces the southernmost section of Alfred Crescent. Whilst the majority of Alfred Crescent is composed of highly intricate, mostly double storey villas of Victorian and Edwardian architectural style, this section of Alfred Crescent between Grant and Jamieson Streets, is characterised by a mix of high rear boundary fences, garages, outbuildings, the side wall of a two storey terrace on the corner of Grant Street and a small group of modest workers cottages facing the street behind low front fences enclosing small front gardens.

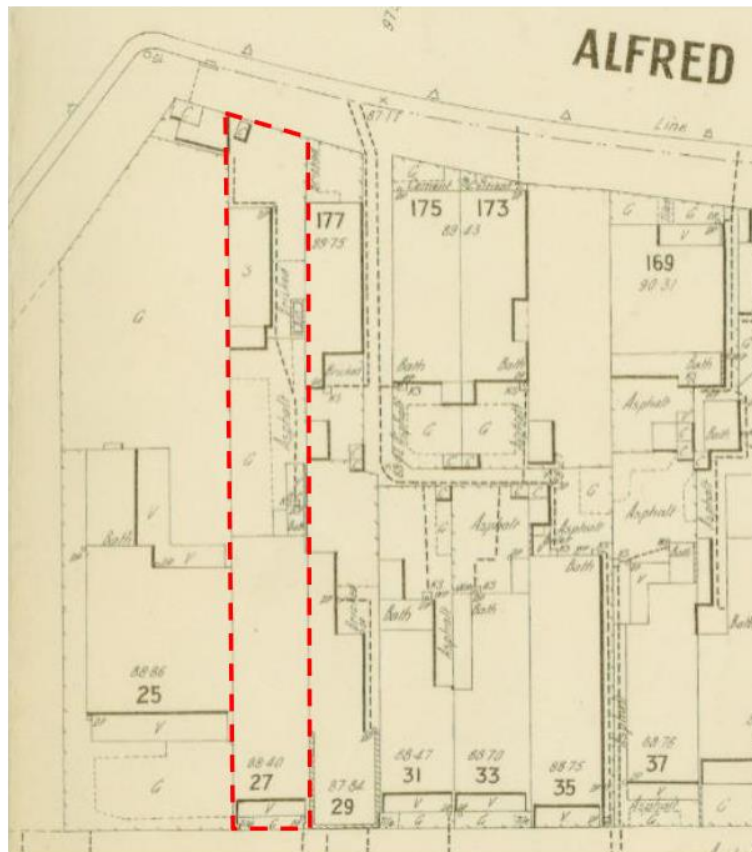
While it has been described by VCAT that this part of Alfred Crescent is 'distinctive for being of low heritage sensitivity compared to other sections of Alfred Crescent', VCAT still found that the three contributory dwellings that face Alfred Crescent east of the subject site nevertheless provide heritage fabric despite being modest in scale compared to the grander scale of houses elsewhere in Alfred Crescent.

Immediately adjoining the subject site to the east, No.177 Alfred Crescent, is a modest Victorian style dwelling with an unsympathetic two-storey addition that has been assessed as non-contributory due to the extent of previous changes. To the west is the rear of No. 25 McKean Street. The majority of properties immediately surrounding the subject site are street facing properties. Jamieson Street, to the west is also visible from the subject site. No.'s 55-65 Jamieson Street are new developments ranging from single storey at the intersection with Alfred Crescent, to double storey toward the south.

**Attachment 7 - PLN18/0642 - 27 McKean Street Fitzroy North - Heritage Advice**



Above: Heritage gradings, Yarra GIS Subject site outlined in red.



Above: Extract from MMBW Plan 1260 from c.1901. Subject site outlined in red.



**Attachment 7 - PLN18/0642 - 27 McKean Street Fitzroy North - Heritage Advice**



*Above: Current aerial of the subject site.*



*Above: View towards subject site from across Alfred Crescent.*



*Above: View to the north east from across from subject site.*



*Above: View toward the subject site from the north east*

## Attachment 7 - PLN18/0642 - 27 McKean Street Fitzroy North - Heritage Advice

### PREVIOUS APPLICATIONS:

This site has been the subject of several previous applications.

#### Planning application no. PLN11/0411:

Planning application no. PLN11/0411 was submitted in May 2011. It was for a new three-storey dwelling fronting Alfred Crescent. The application lapsed in September 2011 due to failure to provide further information.

#### Planning application PLN13/1087:

Planning application PLN13/1087 was submitted December 2013. It was also for the construction of a three-storey dwelling fronting Alfred Crescent. Following advertising the proposed building was reduced to two-storeys and the setbacks of the ground and first floors were increased from zero to 1.32m.

The heritage referral for PLN13/1087 recommended that:

*On heritage grounds the works proposed in this application should be modified prior to further consideration. Suggested changes are:*

- *That the siting of the proposed new building must include a front setback that is characteristic of the adjacent properties of contributory significance;*
- *That the proposed upper floor level be setback about 2 metres to reinforce the existing single-storey or 3 metre façade height of buildings in this section of Alfred Crescent;*
- *That the proposed roof form be modified to be more respectful of the surrounding heritage streetscape;*
- *That the facade treatment should be modified to be more respectful of fenestration, materials and heritage character of the surrounding heritage streetscape;*
- *That a front fence should be incorporated into the design of the proposed new building.*

*Should the proposed design remain substantially unaltered then this application should be refused on the grounds that it is not in keeping with the character and appearance of the adjacent buildings and is inconsistent with the heritage policy requirements for new development.*

Planning Permit PLN13/1087 for the construction of a two-storey dwelling was issued in September 2014. Despite Condition 1 plans being endorsed in January 2016, the construction of the proposed dwelling did not commence.

### ASSESSMENT OF PROPOSED WORKS:

#### Comments regarding proposed demolition:

The extent of demolition proposed by this application includes no demolition or removal of contributory fabric as seen from the public realm.

The proposed extent of demolition is supported.

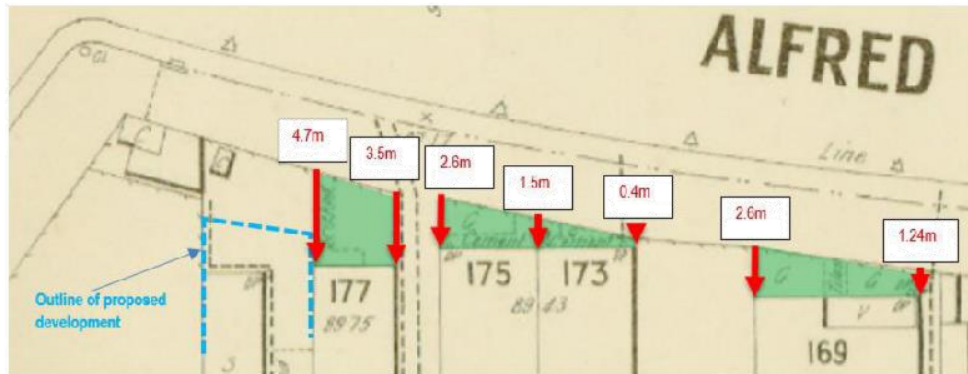
#### Comments regarding new development, alterations and additions:

The extent of new works proposed by this application includes development of a double storey development with frontage to Alfred Crescent.

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

## Attachment 7 - PLN18/0642 - 27 McKean Street Fitzroy North - Heritage Advice

### Setbacks:

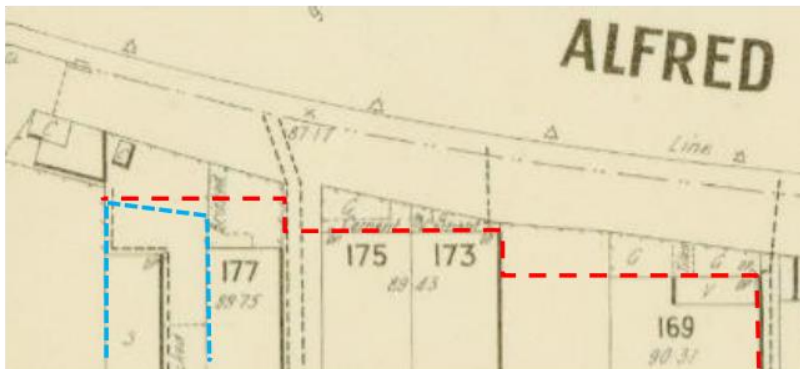


Above: Historic front setbacks along this part of Alfred Crescent also showing garden areas shaded in green

Clause 22.02-5.7.1 encourages setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.

The proposed front setback for the new development will vary between 3 and 4 metres both at ground level and the upper floor level.

The front setback of immediately adjoining property at No.177 Alfred Crescent appears to be around 4.7 metres from the front site boundary to the main front wall. It should be noted despite the fact that this property is identified as non-contributory, the original building on this site still remains, albeit in a heavily altered state. Looking at the historic pattern of development in the street, it appears that there is a distinct stepping of front setbacks (refer to diagram below). **Based on this pattern it is considered that the front setback for the proposed new development is acceptable.**



Above: Historic pattern of development shown in red. Proposed outline of new dwelling shown in blue

The proposal seeks to build to the side boundaries. As a result of narrow subdivisions within the area, it is common for properties to be built with little or no side setbacks. **The proposal to build to the side boundaries is supported.**

### Scale/height:

The proposal seeks to construct a double storey development. The proposed facade height for the new development will be 6.5metres tall. The overall height is achieved with internal ceiling heights of 2.7metres. **The overall height of the development is supported.**

### Roof form:

The proposed roof form for the new development will be a flat roof. The roof forms of the adjacent properties are overwhelmingly hipped and gabled; which are the predominant roof forms in the immediate area.



## Attachment 7 - PLN18/0642 - 27 McKean Street Fitzroy North - Heritage Advice



Above: Alfred Crescent as seen from the subject site, looking east. Note prevalence of hipped and gabled roof forms.

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages the design of new developments to be articulated and massed to **correspond with the prevailing building form of the heritage place or contributory elements** to the heritage place.

The proposed flat roof line will not correspond with the surrounding contributory roof forms. It is however acknowledged that the flat roof is contemporary with the proposed style of architecture and has the advantage of minimising the overall scale of the building.

Therefore, in the interest of minimising the overall scale of the proposed building, it is considered that a flat roof form is generally acceptable.

### Appearance:

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages the design of new development to:

- Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.
- Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.
- Be visually recessive and not dominate the heritage place.
- Be distinguishable from the original historic fabric.
- Not remove, cover, damage or change original historic fabric.
- Not obscure views of principle façades.
- Consider the architectural integrity and context of the heritage place or contributory element

A contemporary design approach has been adopted for the proposed new building. This approach is not unacceptable provided that adequate respect is given to the heritage character of the surrounding area through details such as external materials, proportions and fenestration.

In summary, it is considered the above local policy seeks to ensure that any new building in this heritage area is deferential to the wider character of the area and is recessive rather than a dominant element in the urban fabric.

### Comments regarding building form:

When previously considering a nearby proposal at no. 165 Albert Crescent VCAT found that that the proposed 'box like' design, effectively built to the boundaries, and would appear as a "jarring element that fails to respect the heritage place". It was also considered by VCAT that the building would "be unacceptably dominant in views along Alfred Crescent ..... and from the Edinburgh Gardens and create an intrusive bulk and appearance that will adversely affect the significance of the heritage place".

Although the proposal described by VCAT was three-storeys rather than two-storeys like this application, there are similarities between the two proposals, particularly in regard to its 'box-like' appearance. VCAT identified front setbacks and balcony elements as two key factors for mitigating the scale and form of the proposed building at no. 165 Alfred Crescent. As discussed above, the front setbacks for this building are acceptable, however the design does not include any balconies. It is considered that the appearance of the currently proposed building may benefit from the addition of some sort of balcony element to the façade.

### Comments regarding fenestration:

At least 50% of the proposed development's façade consists of vertical rectangular openings (mostly glass). According to the application notes, the rationale for the window design is that they reflect double hung windows on Victorian-era villas further to the east.



## Attachment 7 - PLN18/0642 - 27 McKean Street Fitzroy North - Heritage Advice

Firstly, window openings in Victorian-era terraces are much smaller, and usually occupy only about 40% of the façade.

Secondly, the Victorian terraces being referred to are located some distance from the subject site and do not create an immediate context. As such, the correlation between the proposed windows and the Victorian-era terraces further along Alfred Crescent is not obvious enough to warrant support. It is strongly recommended the extent of glazing in the façade be reduced to around 40%.

### Comments regarding materials:

The proposed external materials for the new development will be a combination of recycled brick (red), glass (clear), metal (white) and timber (natural stain). For the most part, contributory properties in the area are masonry. The current design aesthetic (flat roof, large windows, timber panelling) is very Modern. **It is strongly recommended that the timber façade detailing be substituted for a masonry product – including (but not limited to) it be brick, render or similar.** Metal and timber materials are unlikely to be acceptable.

### Comments regarding fencing:

The proposed front fence, which is 1metre high steel picket with 50% transparency is supported.

### **RECOMMENDATIONS:**

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

- 1) That some form of balustrading element must be added to the façade of the proposed building to mitigate the current 'box like' form;
- 2) That the extent of glazing in the façade must be reduced to around 40%;
- 3) That the timber façade cladding must be substituted for masonry, render or similar.

### **SIGNED:**



Ruth Redden

**DATED: 8 April 2019**

**Attachment 8 - PLN18/0642 - 27 McKean Street Fitzroy North - File Note (Discussion with Council's Engineering Services Unit)**



**URBAN PLANNING FILE NOTE**

**Date:** 16 April 2019

**Property Address:** 27 McKean Street Fitzroy North

**Application No:** PLN18/0642

**Officer:** Chris Stathis

**Subject:** Discussion with Council's Engineering Services Unit

**Attendees:** Chris Stathis / Mark Pisani

**COMMENTS:**

Council's Engineering Services unit stated that the proposed car parking reduction for the application (total of three spaces) is supported given the access to public transport in the surrounding area; which will discourage the use of private vehicles.