YARRA CITY COUNCIL

Internal Development Approvals Committee

Agenda

to be held on Wednesday 26 August 2020 at 6.30pm in MS Teams

Rostered Councillor membership

Councillor Misha Coleman
Councillor Danae Bosler
Councillor Daniel Nguyen

I. ATTENDANCE

Amy Hodgen (Senior Co-Ordinator Statutory Planning)
Laura Condon (Senior Planner)
Rhys Thomas (Senior Governance Advisor)
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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Acknowledgement of Country

"Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra.

We acknowledge their creator spirit Bunjil, their ancestors and their Elders.

We acknowledge the strength and resilience of the Wurundjeri Woi Wurrung, who have never ceded sovereignty and retain their strong connections to family, clan and country despite the impacts of European invasion.

We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra.

We pay our respects to Elders from all nations here today—and to their Elders past, present and future."

Internal Development Approvals Committee Submissions

"Prior to the consideration of any Committee Business Report at a meeting of the Internal Development Approvals Committee, members of the public shall be invited by the Chairperson to make a verbal submission. In determining the order of submissions, the Chairperson shall first invite the applicant or their representatives to submit, followed by formal objectors and finally any other interested persons.

All submitters accepting the invitation to address the meeting shall make submissions in accordance with these guidelines (or a variation of these guidelines as determined by the Chairperson at their sole discretion).

- Speak for a maximum of five minutes;
- Direct their submission to the Chairperson;
- Confine their submission to the planning permit under consideration;
- If possible, explain their preferred decision in relation to a permit application (refusing, granting or granting with conditions) and set out any requested permit conditions.
- Avoid repetition and restating previous submitters;
- Refrain from asking questions or seeking comments from the Councillors, applicants or other submitters;
- If speaking on behalf of a group, explain the nature of the group and how the submitter is able to speak on their behalf.

Following public submissions, the applicant or their representatives will be given a further opportunity of two minutes to exercise a right of reply in relation to matters raised by previous submitters. Applicants may not raise new matters during this right of reply.

Councillors will then have an opportunity to ask questions of submitters. Submitters may determine whether or not they wish to take these questions.

Once all submissions have been received, the formal debate may commence. Once the debate has commenced, no further submissions, questions or comments from submitters can be received."

Extract from the Council Meeting Operations Policy, September 2019

1. Committee business reports

Item		Page	Rec. Page
1.1	PLN19/0911 700-718 Heidelberg Road, Alphington - Development of land for construction of a multi-storey building, use of the land for dwellings, construction of two or more dwellings on a lot, removal of party wall easements and reduction in the statutory car parking requirements	5	54
1.2	PLN18/0442 - 291-295 Swan Street, Richmond - Part demolition, the construction of a seven storey building, the use of the land for a residential hotel (serviced apartments), food and drink premises and shop, a reduction in the car parking requirement and alterations to the access to a road in a Road Zone, Category 1 by removing the crossover to Swan Street.	204	267
1.3	PLN13/0152.03 - 200 Gipps Street and 1 Harper Street, Abbotsford - Section 72 amendment to include the use of the land as a restricted retail premises and indoor recreational facility, modify the warehouse to allow the storage of sporting goods associated with the restricted retail premises instead of furniture, display of internally illuminated business identification signage, external alterations to the existing building and a further reduction in the car parking requirements of the Yarra Planning Scheme	413	443

1.1 PLN19/0911 700-718 Heidelberg Road, Alphington – Development of land for construction of a multi-storey building, use of the land for dwellings, construction of two or more dwellings on a lot, removal of party wall easements and reduction in the statutory car parking requirements

Executive Summary

Purpose

1. This report provides the Internal Development Committee with an assessment of a planning application submitted for 700-718 Heidelberg Road, Alphington. The report recommends approval of the application subject to a number of conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) Land Use (Clauses 11, 16.01, 17.01, 21.04 and 34.01)
   (b) Built form (Clauses 15.01, 21.05 and 22.10)
   (c) Off-site amenity impacts (Clause 15.01 and 22.05)
   (d) Apartment development guidelines (Clause 58)
   (e) Car parking, bicycle parking (Clause 18, 21.06, 52.06 and 52.34)

Key Issues

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

Submissions Received

4. 59 objections were received to the application, these can be summarised as:
   (a) Design (height, scale, bulk, character);
   (b) The 8 storey proposal is inconsistent with proposed interim height control (17.6 metres) that was supported by Council on 4 February 2020 Amendment C272 (currently with the Minister awaiting 20(4) approval);
   (c) The 8 storey proposal is inconsistent with Strategy 17.2 of Clause 21.05-2 of the Yarra Planning Scheme;
   (d) Off-site amenity impacts – overshadowing, overlooking and visual bulk
   (e) The car parking reduction (34 spaces) will increase on-street parking demand in the area
   (f) Traffic impacts, in particular the proposal will result in increased traffic to side streets.
   (g) Impact on Alphington Way Memorial vista
   (h) Impacts during construction

VCAT Proceedings

5. On 14 May 2020, Council was informed that the applicant had lodged a Section 79 ‘failure to determine within the prescribed time’ appeal with the Victorian Civil and Administrative Tribunal (VCAT).

6. The Compulsory Conference is listed for 10 September 2020, with a three day hearing listed for 9 November 2020.

Conclusion

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

CONTACT OFFICER: **Julian Larkins**
TITLE: **Coordinator Statutory Planning**
TEL: **92055456**

1.1 PLN19/0911 700-718 Heidelberg Road, Alphington - Development of land for construction of a multi-storey building, use of the land for dwellings, construction of two or more dwellings on a lot, removal of party wall easements and reduction in the statutory car parking requirements

Reference: D20/126396
Authoriser: Manager Statutory Planning

Ward:	Langridge Ward
Proposal:	Development of land for construction of a multi-storey building, use of the land for dwellings, construction of two or more dwellings on a lot, removal of party wall easements and reduction in the statutory car parking requirements
Existing use:	Restricted Retail tenancies
Applicant:	Aleks Nominees Pty Ltd & I & E Hagenauer c/o Hansen Partnership Pty Ltd
Zoning / Overlays:	Commercial 1 Zone, Neighbourhood Residential Zone / Environmental Audit Overlay
Date of Application:	11 December 2019
Application Number:	PLN19/0911

Planning History

1. Planning Permit No. 4404 was issued on 4 May 1982 to replace glass windows with single brick walls and replace four single sash windows with heavy plywood. At this time, the land was used for storage of paper making products and machinery spares associated with the Australian Paper Manufacturers Ltd.

2. Planning Permit No. 805/139/704-718 was issued 4 November 1985 for buildings and works (showroom/warehouse).

3. Planning Permit No. PLN17/0040 was issued on 8 March 2018 for Development of the land for construction of a multi-storey building (five storeys via condition), use of land for dwellings and reduction in the statutory car parking requirements.

4. The application was determined at the IDAC meeting of 31 January 2018 where the committee determined to support the application subject to the deletion of three levels reducing the scale to 5 storey.

5. Following a Section 80 conditions appeal, VCAT, in an order dated 22 October 2018, directed Council issue a modified planning permit. The VCAT Order P607/2018 included a number of sections discussing circulated plans and describing how a more responsive design could be achieved.

6. The Tribunal concluded in its decision that as the proceedings were lodged pursuant to Section 80 and therefore the matters were confined to a review of conditions only and there was no scope for the tribunal to contemplate an alternate design for the site. Notwithstanding, the VCAT Order very clearly states that the applicant may wish to act on the permit or alternatively work with Council on a fresh, revised proposal, indicating a more responsive design '*could quite likely support an overall height of six or possibly even seven levels.*'

7. The relevant history of planning permit PLN17/0040 is outlined below:

(a) PLN17/0040, as originally advertised, was for a nine storey mixed-use building (with two basement levels below) containing retail ground floor, fronting Heidelberg Road, and the remainder of the building occupied by apartments. The 'U' shaped development had a five-storey podium to the three street frontages, with varied setbacks to upper levels. Pedestrian and vehicle access were both via Parkview Road.

(b) An application to amend the application was made on 9 November 2017 pursuant to Section 57A of the *Planning and Environment Act 1987* (the Act). The plans, being the decision plans, responded to concerns raised by Council and among other numerous changes reduced the proposal to eight storeys and were circulated to objectors on 14 November 2017.

(c) IDAC supported the application at its meeting of 31 January 2018 reducing the scale of development to 5 storeys.

(d) On March 2018 Council issued a permit for a five storey building, with three levels removed via condition.

(e) An application for review was lodged by the applicant under Section 80 of the Act appealing a number of the conditions of the Permit including those seeking to reduce the height of the building by three levels.

(f) Discussion plans, dated July 2018, were circulated by the applicant prior to the VCAT hearing, with key changes including:
   (i) A maximum height of seven storeys by removal of one floor of the podium so that the building would have a three level base and four level tower from Heidelberg Road.
   (ii) Reduction of the ground floor setback from Heidelberg of 2.3 metres to 300mm so that the retail uses would effectively be built to the boundary.
   (iii) Remaining setbacks from Heidelberg Road title boundary of 2.3 metres for levels one and two; and 3.3 metres for levels three to six.
   (iv) A southern setback of a consistent 3 metres from the adjoining residential properties with a landscape plan that indicates screen planting in deep soil

(g) However, as made clear by VCAT Order P607/2018 dated 22 October 2018 'the applicant does not have opportunity to submit amended plans for consideration by the Tribunal'. As such, the Order notes that the circulated plans 'are effectively an aid to the Tribunal and parties in that they provide an illustration of the points put by the experts including assisting to clarify how the Applicant interprets the complex wording of the conditions'.

(h) Planning permit PLN17/0040 was issued at the direction of VCAT on 22 October 2018. The Order upheld the conditions imposed by Council with the exception of the deletion of condition 1(cc) that required an additional upper level setback to Heidelberg Road as well as minor variations to conditions 16 and 17 to clarify that it applies to the pedestrian pavement only and to correct erroneous numbering.

(i) The Tribunal noted in its decision at paragraph 121 of the Order:

   (i) We have indicated in our reasons that certain aspects of the design influence our decision, including the limited architectural articulation of the southern façade and the restricted nature of the landscape planting to the southern interface. A design that is more responsive to these issues could quite likely support an overall height of six or possibly seven levels in our view. We would regard this as appropriate for an activity centre that is well served by public transport and is richly endowed with community facilities and public open space.

8. The approved development under PLN17/0040 and associated VCAT decision will be referred to, as relevant, in the assessment of the current application – images are included below.



Figure 1 – Park Avenue (west) elevation of decision plans considered under planning permit PLN17/0040. Three levels are removed via condition.

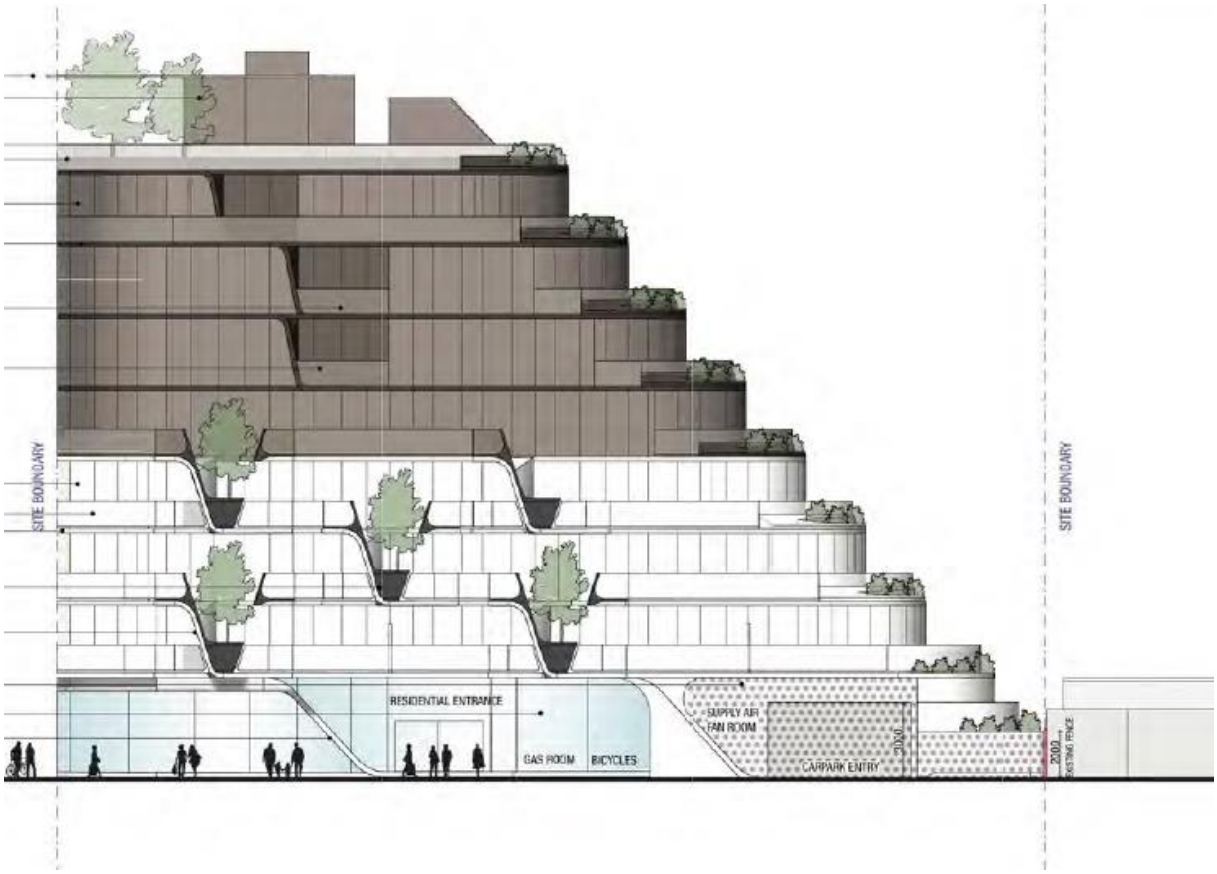


Figure 2 – Park Street (east) elevation of decision plans considered under planning permit PLN17/0040. Three levels are removed via condition.



Figure 3 – Heidelberg Road (north elevation) of decision plans considered under planning permit PLN17/0040. Three levels are removed via condition.

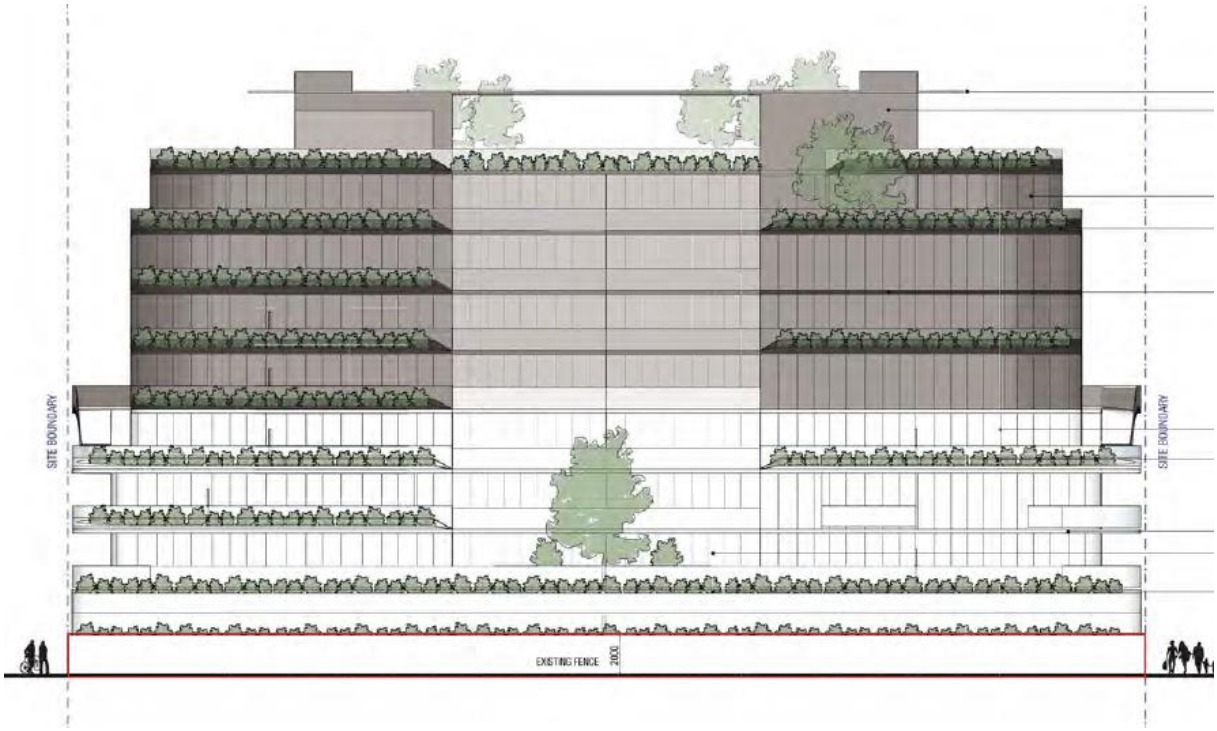


Figure 4 – Rear (south elevation) of decision plans considered under planning permit PLN17/0040. Three levels are removed via condition.

Background

9. Planning Scheme Amendments

Amendment C272

On 4 February 2020 Council supported the local area plan 'draft' for the Heidelberg Road corridor and concurrent request for an interim Design and Development Overlay Schedule 18 be sent to the Minister for Planning (Minister) for consideration.

Council endorsed the draft local area plan for the purposes of informing amendment C272 and for future consultation along with Darebin City Council. The local area plan identifies the site in Precinct 3B as 'moderate change'.

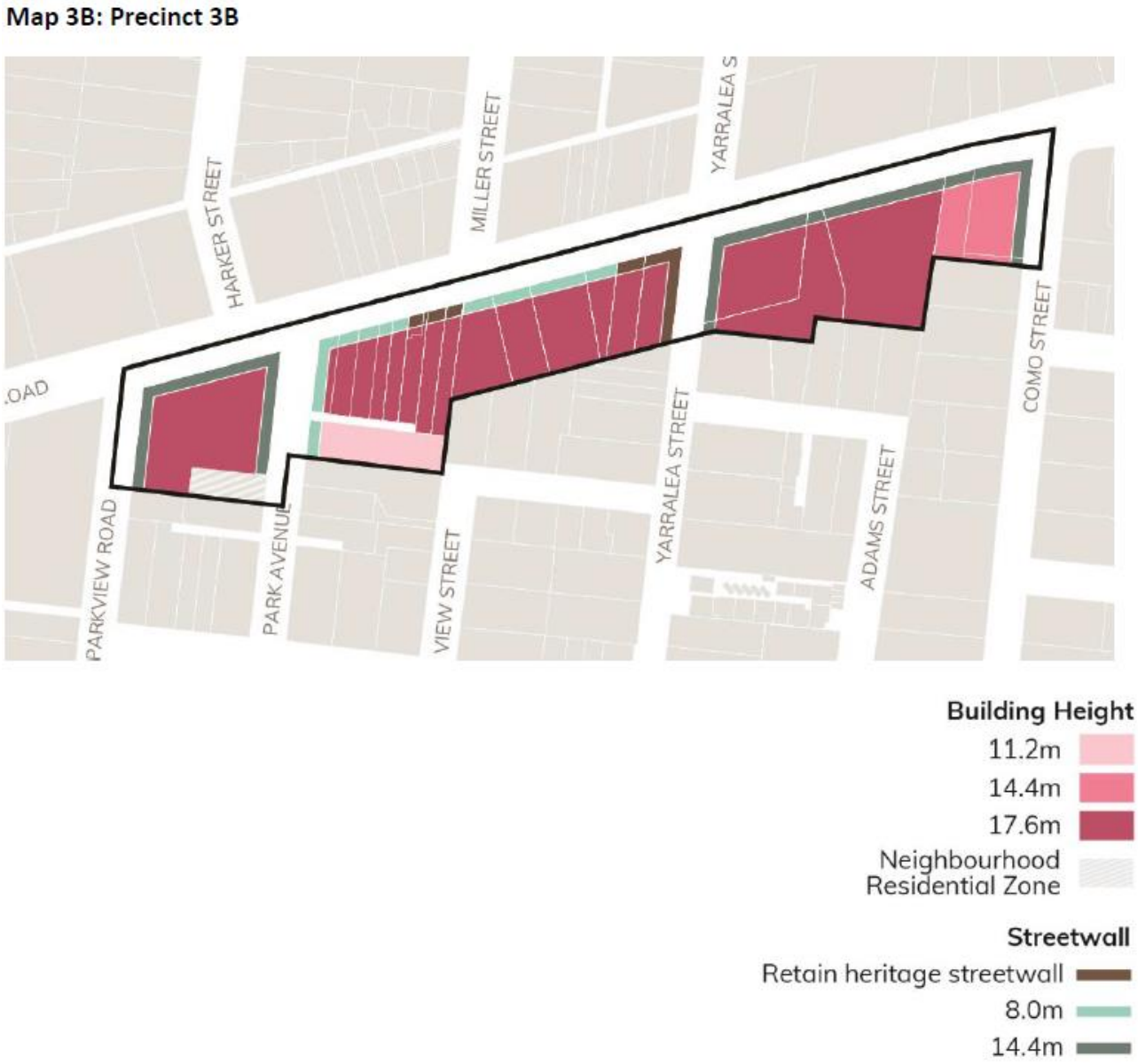


Figure 5 – Map 3B in Draft Design & Development Overlay Schedule 18 Local Area Plan.

The proposed interim Design and Development Overlay Schedule 18 proposes a maximum mandatory height of 5 storeys (17.6 metres) for the subject site, with a mandatory street wall height of 14.4 metres to Heidelberg Road. It also requires a mandatory 3m setback to Heidelberg Road.

Though the proposed interim control is currently with the Minister seeking section 20(4) Amendment to the planning scheme, it cannot be given significant weight in this assessment as it is unknown if or when the amendment will be introduced and what form any interim control will take.

It is acknowledged that the proposal is not compliant with the proposed control, however, despite this, it is considered to generally meet the relevant objectives of the control by improving the pedestrian amenity along Heidelberg Road and scaling down to the low scale residential areas to the south in order to limit visual bulk and overshadow impacts. It also achieves the 3m setback to Heidelberg Road with the exception of the north-west corner that provides no setback. On balance, the subject proposal is considered to be an improved outcome compared to the previous application considered under PLN17/0040.

Application process

10. The application was lodged on 11 December 2019, and further information subsequently requested on 14 January 2020. The information was received on 3 February 2020 and 24 February 2020 and the application was then advertised with 916 letters being sent. 59 objections have been received.

11. Whilst this process was occurring, Council had sought and received advice from Council internal units including Environmental Sustainable Design (ESD), City Works Unit, Engineering Unit, Urban Design and Strategic Transport. Advice was also sought from an external consultant in respect of Acoustic, Wind and Urban Design. Referral advice is an attachment to this report.

12. The permit applicant lodged a failure without responding to any of the referral comments.

VCAT Proceedings

13. On 4th May 2020, Council was informed that the applicant had lodged a Section 79 'failure to determine within the prescribed time' appeal with the Victorian Civil and Administrative Tribunal (VCAT).

14. At the time of writing this report twenty eight (28) Statement of Grounds have been received, and of those, ten (10) have indicated participation in the VCAT proceedings. A compulsory conference is scheduled on 10 September 2020.

15. If consent cannot be reached between the parties, the matter will proceed to a full hearing over three days, commencing 9 November 2020.

The Proposal

16. The application is for development of the land for the construction of an eight storey mixed use building (one basement level), construction of two or more dwellings on a lot, use of the land as dwellings, removal of party wall easements and a reduction in the car parking requirements.

17. The plans submitted on 24 February 2020 form the decision plans (TP000 to T300, dated 31/1/2020, TP301 to TP308, dated 24/2/2020, TP309 to TP402, dated 31/1/2020, TP403 to TP428 dated 24/2/2020 and TP501, dated 31/1/2020 prepared by DKO).

18. Further details of the proposal are as follows:

    Use

    (a) A 699.94sqm of retail premises (no permit required).
    (b) A total of 80 dwellings comprising 16 x 1 bedroom, 30 x 2 bedroom and 29 x 3 bedroom apartments and 5 x 3 bedroom townhouses fronting Park Avenue.
    (c) A total of 104 car parking spaces provided within basement and ground levels with access / egress via Parkview Road.
    (d) A total of 27 on-site bicycle spaces (18 for retail and residential and 9 external spaces for visitors)

    Development

    (e) Full demolition of all structures on-site (no planning permit required).
    (f) Construction of a primarily residential development with ground floor retail fronting Heidelberg Road and the corner of Park Avenue. The development ranges from 2 to 8 storeys with the tallest component orientated to the Heidelberg Road and Parkview Road intersection.
    (g) The basement level occupies the entire footprint of the site and accommodates 87 car spaces all including storage, services (lift, stairs, bin storage rooms) and a rainwater tank.

(h) The ground floor is built to all street boundaries except for the townhouses which contain a landscape setback, while the southern boundary is set back 3 metres from the adjoining property allowing for a green strip that leads to the internal communal garden / courtyard.
(i) The communal open space is 481.98sqm and provides internal green space in the middle of the site as well as providing a 'green' through block link through the site extending from Parkview Road to Park Avenue. The communal space contains predominantly green space with 28 trees (most of which are along the southern boundary to create a green buffer to the adjoining residential properties).
(j) Vehicles enter via a new crossover and access on Parkview Road with an additional 17 spaces contained within the ground floor, most of which are in stacker formation.
(k) The ground floor at the western portion of the site is primarily services with the commercial bin room, main switch and substation adjacent to the double width vehicle access. Also to the western frontage near the corner to Heidelberg Road is the residential entry and lobby space which includes break out spaces, mailboxes, lifts, communal lounge and a gym room with toilets and change rooms.
(l) The northern portion of the site is occupied by three double height retail tenancies that activate the whole Heidelberg Road frontage as well as the corner to Park Avenue.
(m) The eastern portion of the site contains the retail to the corner. A wide green strip provides pedestrian access to the communal garden and separates the commercial corner with the south most town houses which front Park Avenue.

Upper floors

(n) The first floor is essentially the same footprint as the ground with the only exceptions the street setbacks to the townhouses and the greater setback of the southern wall of the apartments.
(o) The apartments are orientated to the streets as well as to the south and east to the communal garden. Each apartment contains a balcony that fronts either the street or the communal garden with the exception of the two southernmost apartments on level 3 which have balconies orientated to the south boundary. The townhouses have dual outlook to both Park Avenue and the communal garden.
(p) Built form splits into two forms, an 'L' shaped apartment complex orientated to Heidelberg Road and Parkview Road and the low scale townhouses orientated to Park Avenue.
(q) The second floor apartment footprint and layout is virtually identical the first floor. Only the three northernmost townhouses are three levels with the two southernmost stepping down to the south at two levels.
(r) The third floor apartments begin to set back further from the south boundary with a large outdoor terrace. Two townhouses contain roof plant.
(s) Apart from to the north-west corner where the development continues to be built to the boundary, the fourth and fifth floors set back from the three street frontages a uniform 3 metres to both Park Avenue and Heidelberg Road and between 2.5 and 3.4 metres to Parkview Road.
(t) The upper floors continue to set back further away from all street frontages and the south boundary with the exception of the north-west corner which continues to be built to the boundary.
(u) The roof contains solar panels to the north-west corner, a hot water plant and lift overrun.

General

(v) The proposed apartment building has a maximum height of approximately 26.97m with approximately an additional 2m for the services (lift, stair core and screened rooftop services) to give a total height of up to 28.97m to the top of services.
(w) The form of the building is rectilinear with a flat roof form.
(x) Floor to floor levels are 4.32m at ground floor and 3.15m for the upper levels. This allows for 3.5m floor to ceiling height for the ground and 2.7m floor to ceiling heights for the upper levels.

(y) The façade design to the street frontages consists of a high level of glazing with dark window framing and balustrades and light coloured render. The design includes balconies fronting the street frontages.
(z) The podium and upper levels of the apartment building are expressed in the same materiality and design except for the ground level which contains brickwork with brick plinths and brick detailing to the internal walls to the retail and lobby entry. The lower levels also include landscaping that will differentiate the podium to the upper levels.
(aa) The rear frontage closest the southern boundary has a rendered ground floor.
(bb) The design of the townhouses on the eastern elevation is complementary to the apartment building, with only subtle variations such as incorporation of a darker render and larger ground level garden beds.



Figure 6 – View from Heidelberg Rd / Park View Rd (DKO Image).



Figure 7 – View of townhouses from Park Avenue (DKO Image).

Elevations

(cc) The highly articulated Heidelberg Road elevation is a maximum of eight storeys, holding the corner to the Parkview Road and Heidelberg Road to the maximum height before the top level sets back from all sides, scaling down to the east and south. The design includes a high degree of glazing with metal framing and light render.
(dd) The fully activated three level podium has the same architectural language to the upper levels.
(ee) The west (Parkview Road) elevation includes a high degree of glazing with metal framing. At the ground level there is limited activation due to the services fronting the street, with the exception of the residential entry.
(ff) The building scales down to three levels to the landscape strip that adjoins the residential site to the south. The landscape strip provides external residential access to the communal green space that runs through the subject site.
(gg) The east (Park Avenue) elevation has the same architectural language with predominantly glass podium and upper level. There is a substantial break in the form of a pedestrian accessway to the communal green strip and then the low-scale town houses which scale down to two storeys closest to the southern boundary interfacing with the double storey no.4 Park Avenue.
(hh) The south elevation to the apartments shows a solid ground level and similar façade language above though with a higher degree of render to the apartment building. ‘
(ii) The townhouses wall has some activation at ground level but is blank at the upper levels.
(jj) Behind the boundary fence is a strip of trees that leads to the communal garden between the apartment building and townhouses.

Landscaping

(kk) Integrated landscaping is proposed throughout the development including ground and balcony (podium) tree planters, the communal garden and the southern strip of trees.

Existing Conditions

Subject Site

19. The subject site is located on the southern side of Heidelberg Road, extending between Parkview Road and Park Avenue. The site is generally rectangular in shape with an angled frontage associated with Heidelberg Road.

20. The site has a frontage of 59.77m to Heidelberg Road and an overall site area of 2,979sqm. There are six lots making up the subject site, which contains various party wall easements between one another. There are no restrictive covenants or agreements registered on the titles provided.

21. The site is developed with a single storey building comprising four tenancies, each with a frontage to Heidelberg Road. The rear (southern) portion of the site is undeveloped, containing a car parking area accommodating 16 spaces. This is accessed via Parkview Road. A roller door is also provided along Parkview Road immediately north of the car park entry. A double crossover of approximately 13.5m extends along Parkview Road.

22. The site is largely devoid of landscaping with the exception of a small tree and shrubs adjacent to Park Avenue and garden bed along Parkview Road.

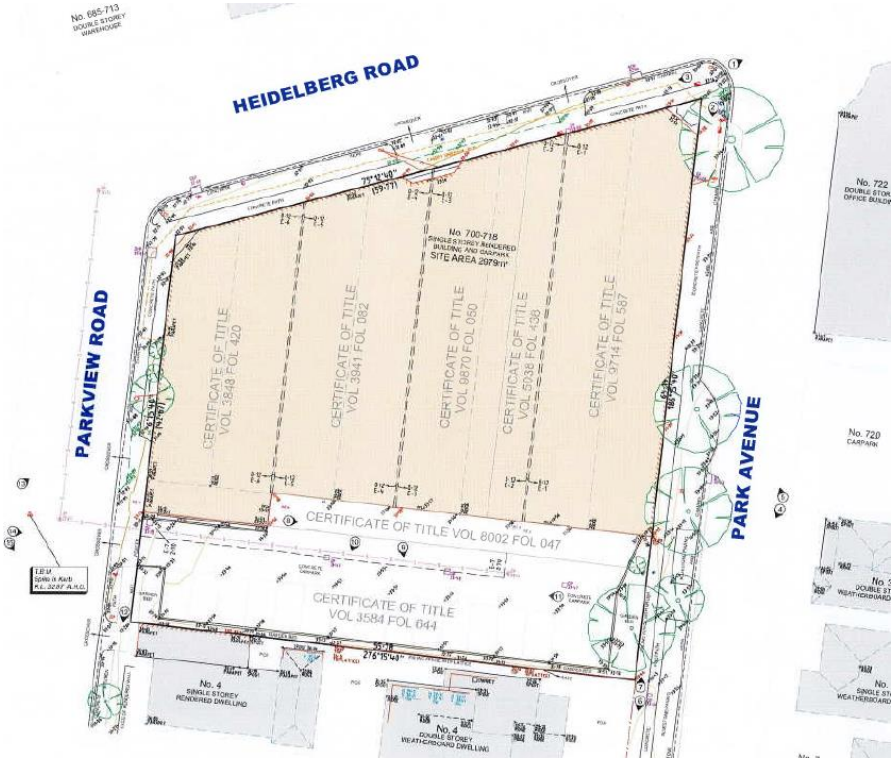


Figure 8 – Existing conditions survey

23. As is shown in Figure 8 above the site has an irregular shape comprising of six lots.



Figure 9 – Subject site as viewed from Heidelberg Rd and Park Avenue St (looking south-west)



Figure 10 – Subject site as viewed from Heidelberg Rd (looking south-east)

Surrounding Land

24. The delegate report for the application PLN17/0040 provided the following description of the surrounds:

25. *The site is located at the western end of the Alphington Neighbourhood Activity Centre, which extends along both sides of Heidelberg Road. The centre comprises mainly single storey and occasional double storey commercial buildings supporting local conveniences such as cafes, banks and a post office. The streetscape comprises an irregular streetscape pattern and varying front setbacks. Heidelberg Road forms the boundary between Yarra and Darebin Councils.*

26. *Public transport access includes Alphington Railway Station north of Heidelberg Road, which is approximately 250m from the subject site. Bus service No. 546 traverses along Heidelberg Road, with No. 609 bus service also servicing Heidelberg Road, stopping north of Chandler Highway.*

27. *The site is well supported by community facilities including Alphington Primary School approximately 250m to the south-east and Alphington Park approximately 75m to the south.*

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

    (a) North – On the northern side of Heidelberg Road is a large single storey self-storage facility. East of this is the un-signalised intersection of Harker Street and Heidelberg Road, also north of the site. This is a local street that provides access to the Alphington Train Station. There is a car sales yard located on the eastern side of Harker Street facing Heidelberg Road.

    (b) East – East of Park Avenue on the corner of Heidelberg Road is a two storey office building circa 1980s. The building is built to all boundaries. The land to the south of this (separated by a lane) is a line-marked asphalt car park. This is accessed from Park Avenue via the laneway. Further south again are single and double storey detached dwellings fronting Park Avenue.

(c) *South – immediately south of the subject site is No. 4 Parkview Road and No. 4 Park Avenue. These sites contain a single and double storey dwelling facing the respective streets. No. 4 Park Avenue has secluded private open space to the west, immediately abutting the subject site. No. 4 Parkview Road has two areas of private open space toward the rear which are separated by a glazed corridor. One of these areas immediately abuts the subject site. Further to the south are five properties facing Riverview Grove. These properties contain one and two storey dwellings with private open space to the north (rear). Further to the south of Riverview Grove is Alphington Park and the Alphington Bowls Club, which is situated on the south-east corner of Riverview Grove and Parkview Road.*

(d) *West – On the western side of Parkview Road is the former Alphington Paper Mill site. This is discussed below.*

Alphington Paper Mill Site

29. *The former Alphington Paper Mill is located on the western side Parkview Road. This is identified as a Strategic Redevelopment Site within the Yarra Planning Scheme (Clause 21.08) and has an approved Development Plan guiding its future development. The Development Plan includes preferred and mandatory height limits. In the case of Heidelberg Road, there is a preferred height of 8 storeys for the majority of its length, which increases to 14 storeys near the Chandler Highway intersection. (Refer to Built Form map extract below)*

30. *The land immediately to the west of Parkview Road has a preferred height limit of 8 storeys with a podium height of 4-6 storey to Heidelberg Road and 3 storey podium along Parkview Road. Setbacks above the podium are required to be a minimum of 2.2m. A garden interface along Parkview Road is also required under the Development Plan.*

31. Since the writing of the above description there have been significant construction works on the former Alphington Paper Mill (Amcor) site. Numerous low-scale buildings are now completed as part of the Amcor development with many other buildings currently under construction. Newly built townhouses and detached houses ranging between two and four storeys are the prevailing character along Parkview Road.

32. In regard to the building on the opposite side of Parkview Road, Planning Permit (PLN17/0272) was issued on 20 June 2018 for an eight storey (25.41m) apartment building on the corner of Parkview and Heidelberg Roads (Figure 11 below). The building has a three level podium along both the Heidelberg Road and the much longer Parkview Road frontage, with a landscape setback of 3.4m provided to Parkview Road. The below image demonstrates that the building has a comparable podium and overall scale to the subject application but extends considerably more into Parkview Road than the subject application.



Figure 11 - Image of the approved application on the south-west corner of Parkview and Heidelberg Roads. The image shows the longer Parkview Road frontage facing the subject site

33. In addition to housing, the YarraBend site will also deliver two new supermarkets, various retail and cafes, a new school campus for Alphington Primary School, community facilities, a gym and office space. A planning permit (PLN17/0703) was issued on 6 May 2019 for this development.

34. As part of the Amcor site, the intersection of Latrobe Avenue and Heidelberg Road is to be signalised in addition to a new pedestrian crossing to be constructed across Heidelberg Road providing better pedestrian connection to the Alphington Train Station.

35. A feature of the Amcor development is the way the approved buildings scale down from the Chandler Highway intersection towards the subject site along Heidelberg Road. The westernmost building closest to the Chandler Highway intersection at 626 Heidelberg Road is to be 17 storeys (approved under PLN17/0978 on 8 November 2018) while the closest approval to the subject site (approved under PLN17/0272) at 680 Heidelberg Road is 8 storeys. Figure 12 below shows the future developments in relation to the subject site.

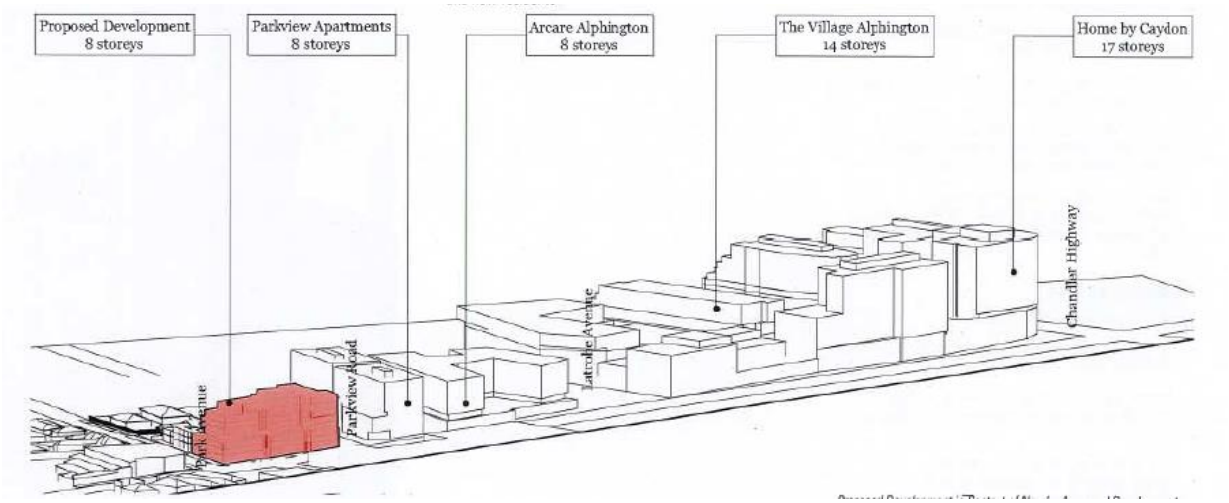


Figure 12 – Image (page 19 of Hansen Partnership Planning Report) demonstrating the scaling up towards the Chandler highway intersection

Planning Scheme Provisions

Zoning

Clause 34.01 – Commercial 1 Zone

36. Pursuant to Clause 34.01-1 of the Yarra Planning Scheme (the Scheme), a planning permit is required to use land for accommodation (dwellings) if a frontage at ground floor exceeds two metres. Residential lobby entrances are proposed to both Park Avenue and Parkview Road exceeding 2m in width. Pursuant to Clause 34.01-1, a planning permit is not required for a shop or retail premises, which includes a food and drink premises.

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

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

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

Clause 32.09 – Neighbourhood Residential Zone

40. The south-eastern portion of the site is zoned Neighbourhood Residential Zone, Schedule 1 (NRZ1). Refer to zoning map below.

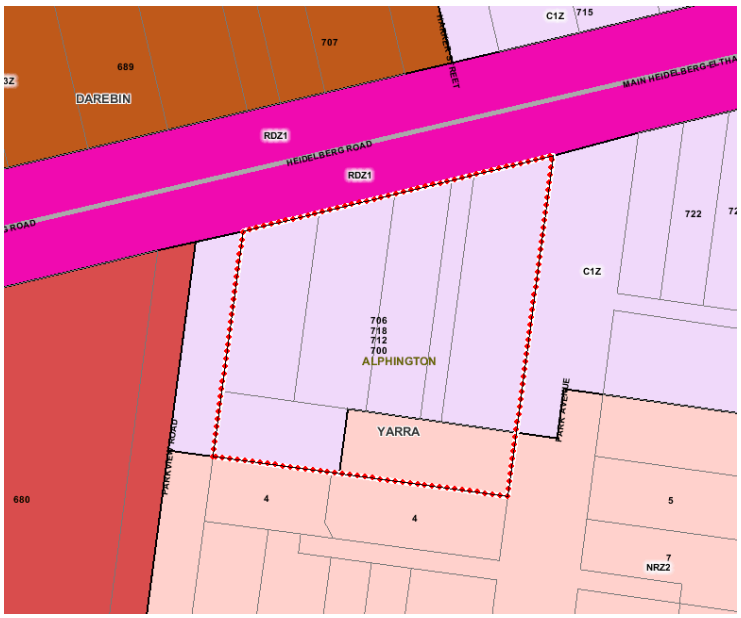


Figure 13 – Zoning map

41. Pursuant to Clause 32.09-2 of the Scheme, a planning permit is not required for a dwelling. A planning permit is required for a food and drink premises, however a shop (retail premises other than listed) is prohibited. The portion of the subject site zoned NRZ1 contains residential land uses only (and associated residential car parking), therefore there are no permit triggers associated with the use of this portion of the site.

42. A permit is required to construct two or more dwellings on a lot pursuant to clause 32.09-6 within the portion of the land within the NRZ1.

43. Pursuant to clause 32.09-9, a building must not be constructed for use as a dwelling or residential building that exceeds 9m or contains more than 2 storeys at any point within the NRZ1 land.

44.

Overlays

Clause 45.03 – Environmental Audit Overlay

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

46. As the proposed development includes a residential use, the requirements of this overlay apply. Should the application be supported, a note is recommended on any permit issued to advise the permit holder of their obligations.

Particular Provisions

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

Proposed Use	No. Apt/ area	Statutory Parking Rate	No. of Spaces Required
One & Two-bedroom dwelling	46	1 space per dwelling	46
Three or more-bedroom dwelling	34	2 spaces per dwelling	68
Residential visitors	80	1 space per 5 dwellings	0
Shop	700sqm	3.5 spaces per 100sqm of LFA	24
		Total Required	**138**
		Allocated	**104**
		Reduction required under Clause 52.06	**34**

48. Pursuant to Clause 52.06-3, a permit is required to reduce the number of car spaces required under Clause 52.06-5. As can be seen in the above table, the retail premises is assumed as a 'shop' in the traffic report submitted with the application. Given that there are various uses also nested under retail premises, a condition of permit will require the plans to be updated to show 'shop' rather than 'retail premises' to avoid confusion.

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

Use	Quantity/Size	Statutory Rate	No. Spaces required
Dwellings (four or more storeys)	80 dwellings	1 per 5 dwellings for residents 1 per 10 dwellings for visitors	16 resident spaces 8 visitor spaces
Retail	700sqm	1 to each 300sqm of LFA. 1 to each 500sqm of leasable floor area for visitors	2 1
		Total:	**27 spaces**

50. The proposal provides 27 bicycle spaces comprising 26 spaces within the secure ground floor bicycle parking for residents and associated visitors and 1 space along the site frontage for retail visitors. The application therefore meets the requirements of this provision.

Clause 55 – Two or more dwellings on a lot

51. The purpose of this clause is:
    (a) To implement the Municipal Strategic Statement and Planning Policy Framework.
    (b) To achieve residential development that respects the existing neighbourhood character or which contributes to a preferred neighbourhood character.

(c) To encourage residential development that provides reasonable standards of amenity for existing new residents.
(d) To encourage residential development that is responsive to the site and neighbourhood.

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

Clause 58 – Apartment Developments

53. The purpose of this clause is:
(e) To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
(f) To encourage apartment development that provides reasonable standards of amenity for existing and new residents.
(g) To encourage apartment development that is responsive to the site and the surrounding area.

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

General Provisions

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

Planning Policy Framework (PPF)

56. Clause 11 – Settlement
(a) Clause 11.01-1R – Settlement – Metropolitan Melbourne
(b) Clause 11.02-1S – Supply of urban land
(c) Clause 11.03-1R (Activity centres – Metropolitan Melbourne) provides strategies for developing activity centres to accommodate significant growth and provide high levels amenity.
(d) Clause 11.03-1S (Activity centres) provides strategies for building up Activity Centres as a focus for high-quality development, activity and living.

57. Clause 13.04-1S Contaminated and potentially contaminated land

58. Clause 13.05 – Noise
(a) Clause 13.05-1S – Noise abatement

59. Clause 13.07 – Amenity and Safety
(a) Clause 13.07-1S – Land Use compatibility

60. Clause 15 – Built Environment and Heritage:
(a) Clause 15.01 – Built Environment
(b) Clause 15.01-1S – Urban Design
(c) Clause 15.01-1R – Urban Design-Metropolitan Melbourne
(d) Clause 15.01-2S – Building Design
(e) Clause 15.01-4S – Healthy Neighbourhoods
(f) Clause 15.01-4R - Healthy Neighbourhoods - Metropolitan Melbourne
(g) Clause 15.01-5S – Neighbourhood Character
(h) Clause 15.02 – Sustainable Development
(i) Clause 15.02-1S – Energy and resource efficiency

61. Clause 16 – Housing
    (a) Clause 16.01 – Residential Development
    (b) Clause 16.01-1S – Integrated housing
    (c) Clause 16.01-1R – Integrated housing – Metropolitan Melbourne
    (d) Clause 16.01-2S – Location of residential development
    (e) Clause 16.01-2R – Housing opportunity areas – Metropolitan Melbourne
    (f) Clause 16.01-3S – Housing diversity

62. Clause 17 – Economic development
    (a) Clause 17.01-1S - Employment
    (b) Clause 17.02 – Commercial

63. Clause 18 – Transport
    (a) Clause 18.01 – Integrated transport
    (b) Clause 18.02-1S – Sustainable personal transport
    (c) Clause 18.02-2S – Public Transport
    (d) Clause 18.02-2R - Principal Public Transport Network
    (e) Clause 18.02-4S – Car Parking

Local Planning Policy Framework (LPPF)

64. Clause 21 – Municipal Strategic Statement (MSS)

65. Clause 21.03 Vision includes Strategic Framework Plan for Yarra, which indicates the subject site is on the edge of the Alphington Neighbourhood Activity Centre. This policy states that Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks.

66. Clause 21.04 – Land use
    (a) Clause 21.04-1 – Accommodation

    The relevant objectives of this clause are:

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

67. Clause 21.04-2 – Activity Centres

    The relevant objective and strategies of this clause are:

    (a) Objective 5: To maintain the long term viability of activity centres.
    (b) Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.
    (c) Strategy 5.3 Discourage uses at street level in activity centres which create dead frontages during the day.
    (d) Strategy 5.4 Permit residential development that does not compromise the business function of activity centres.

68. Clause 21.04-3 – Industry, office and commercial

    The objective of this clause is ‘to increase the number and diversity of local employment opportunities’.

69. Clause 21.05 – Built form

    Implementation of the built form strategies at clause 21.05 includes:

    - Supporting development that maintains and strengthens the preferred character of the relevant Built Form Character type.

Figure 16; the built form character type identifies the subject site within a Main Road precinct, which seeks to:

- Maintain the hard urban edge of development
- Reflect the fine grain of the subdivision pattern in building design where this exists along main roads.

(a) Clause 21.05-2 – Urban design

The relevant objectives and strategies of this clause is:

(a) Objective 16 To reinforce the existing urban framework of Yarra.
(b) Objective 17 To retain Yarra's identity as a low-rise urban form with pockets of higher development.
(i) Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
- *Significant upper level setbacks*
- *Architectural design excellence*
- *Best practice environmental sustainability objectives in design and construction*
- *High quality restoration and adaptive re-use of heritage buildings*
- *Positive contribution to the enhancement of the public domain*
- *Provision* of affordable housing.

(c) Objective 18 To retain, enhance and extend Yarra's fine grain street pattern.
(d) Objective 20 To ensure that new development contributes positively to Yarra's urban fabric.
(e) Objective 21 To enhance the built form character of Yarra's activity centres.
(f) Objective 22 To encourage the provision of universal access in new development.

(b) Clause 21.05-3 – Built form character
(c) Clause 21.05-4 – Public environment

70. Clause 21.06 – Transport
(a) Clause 21.06-1 – Walking and cycling
(b) Clause 21.06-2 – Public transport

71. Clause 21.07– Environmental Sustainability

72. Clause 21.08 – Neighbourhoods
(a) *Clause 21.08-6 – Fairfield and Alphington*

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

Relevant Local Policies

73. Clause 22.05 – Interface Uses Policy

The objectives of this clause are:

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

74. Clause 22.10 – Built form and design policy
(a) The policy applies to all new development not included in a heritage overlay and comprises ten design elements that address the following issues: urban form and character; setbacks and building heights; street and public space quality; environmental sustainability; site coverage; on-site amenity; off-site amenity; landscaping and fencing; parking, traffic and access; and service infrastructure.

75. Clause 22.12 – Public Open Space Contribution
The objectives of this clause are:
(a) To implement the Yarra Open Space Strategy;
(b) To identify when and where land contributions for public open space are preferred over cash contributions; and
(c) To ensure that where appropriate, land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council, in satisfaction of the public open space contribution requirement.

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

77. Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)
The relevant objectives of this clause are:
(a) To achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended). Currently, these water quality performance objectives require:
(i) Suspended Solids - 80% retention of typical urban annual load
(ii) Total Nitrogen - 45% retention of typical urban annual load
(iii) Total Phosphorus - 45% retention of typical urban annual load
(iv) iv. Litter - 70% reduction of typical urban annual load
(b) To promote the use of water sensitive urban design, including stormwater re-use.

78. Clause 22.17 – Environmentally Sustainable Development.
(a) This policy applies to residential development with more than one dwelling. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Advertising

79. The application was advertised on 24 March 2020 in accordance with Section 52 of the Planning and Environment Act (1987) by way of 916 letters sent to the surrounding property owners/occupiers and by six signs on the site. A total of 59 objections have been received at the time of writing this report. The concerns can be summarised as:

(a) Design (height, scale, bulk, character);

(b) The 8 storey proposal is inconsistent with proposed interim height control (17.6 metres) that was supported by Council on 4 February 2020 Amendment C272 (currently with the Minister awaiting 20(4) approval);

(c) The 8 storey proposal is inconsistent with Strategy 17.2 of Clause 21.05-2 of the Yarra Planning Scheme;

(d) Amenity (visual bulk, overshadowing);

(e) The car parking reduction (34 spaces) will increase on-street parking demand in the area;

(f) Traffic impacts, in particular the proposal will result in increased traffic to side streets;

(g) Impact on Alphington Way Memorial vista;

(h) Impacts during construction;

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

81. A planning consultation meeting was not held due to the Covid-19 restrictions.

Referrals

External Referrals

82. The application was referred to the following authority:

    (a) Department of Transport

    The Department of Transport did not object to the application but recommended a note which will be included if a permit is to issue.

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

Internal Referrals

84. The application was referred to the following units within Council:

    (a) Engineering Services Unit
    (b) City Works branch
    (c) ESD Advisor
    (d) Strategic Transport
    (e) Open Space Unit (Landscape Architect and Arborist)
    (f) Urban Design Consultant – Global South
    (g) Council's Urban Designer
    (h) Wind Consultant – MEL Consultants
    (i) Acoustic Consultant – SLR Consulting Australia

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

OFFICER ASSESSMENT

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

    (a) Strategic justification
    (b) Land use
    (c) Built form and design
    (d) Off-site amenity impacts
    (e) Clause 55 (Two or more dwellings on a lot)
    (f) Clause 58 (Apartment Developments)
    (g) Sustainable Design
    (h) Car parking, bicycle facilities and traffic generation
    (i) Streetscape works
    (j) Objectors' concerns

Strategic justification

87. The majority of the subject site is located in the Commercial 1 Zone which specifically encourages a mixed use commercial, retail, office, entertainment and community uses and provision of residential uses at densities complementary to the role and scale of the commercial centre.

88. The subject site is located at the western edge of the Heidelberg Road, Alphington Neighbourhood Activity Centre, adjacent to the large-scale redevelopment of the former Amcor Paper Mill site currently under construction and known as YarraBend. The subject site is approximately 350 metres from Alphington Station.

89. State Policy expressly supports housing at higher densities on this site, being within a Neighbourhood Activity Centre (NAC) and proximate to services, infrastructure and amenities. Specifically, Clause 11.03 (Activity centres) encourages '*diversity of housing types at higher densities in and around activity centres.'*

90. Housing intensification is further encouraged within clause 16 (Housing) of State planning policy. Notably, Clause 16.01-1 (Integrated housing) seeks to '*Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.'* The subject site, at 2,979sqm in area, predominately within a Commercial 1 Zone and with three street abuttals presents an opportunity for increased housing yield.

91. Additionally, clause 16.01-2S seeks to *'Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.*' The subject site benefits from access to jobs, services and public transport within the Alphington NAC as previously outlined in the description of the surrounding area.

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

93. Housing diversity is encouraged at both a State and local level, with State policy at clause 16.01-3S identifying the objective *'To provide for a range of housing types to meet diverse needs.'* Including the strategy to *'support opportunities for a range of income groups to choose housing in well-serviced locations.'* Objectives within the MSS on land use (Clause 21.04) are very similar, advocating for the retention of a diverse population and household structure. The proposed development supports these policies by incorporating a mix of one, two and three bedroom dwellings at various sizes and layouts.

94. State and local policies on built form (Clause 15.01 and 21.05) are consistent in their objectives for the delivery of responsive and high quality built form environments. More specifically and relevantly, Objective 17 of Clause 21.05 seeks '*to retain Yarra's identity as a low-rise urban form with pockets of higher development'.* The consistency with built form policies will be discussed in greater detail within the built form assessment.

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

96. Both State and local policy directives seek to promote the use of sustainable personal transport and increased development close to high-quality transport routes (Clauses 18.02-1S, 18.02-1R, 18.02-2S, 18.02-2R, 18.02-3 and 21.06). In regard to car parking, Clause 18.02-4S encourages an adequate supply of car parking to be provided with '*existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.'*

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

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

Land Use

99. As stated within the planning controls section earlier, a permit is only triggered to use the land for dwellings within the Commercial 1 Zone as the ground level residential lobby to Parkview Road is wider than two metres.

100. The intention of this permit trigger is to ensure that residential uses do not erode active retail frontages within commercial areas. The proposed residential component of the development does not alter the Heidelberg Road retail frontage with retail uses to be maintained for the full length of the frontage. The ground level residential frontage to both Parkview Road and Park Avenue is considered appropriate given the existing residential uses on the opposite side of Park Avenue and the proposed residential uses anticipated on the western side of Parkview Avenue (under the Paper Mill Development Plan).

101. Residential use of the land has clear policy support within both State and local policy as outlined within the 'Strategic Justification' section earlier. The residential use is also consistent with the purpose of the Commercial 1 Zone, which includes: '*To provide for residential uses at densities complementary to the role and scale of the commercial centre.*'

102. While residential use of the land is supported and will contribute toward a vibrant mixed use commercial centre, consideration needs to be given to potential land use conflicts with non-residential uses. This will be covered later within the report as relevant.

103. In regard to the Neighbourhood Residential Zoned portion of the subject site, only residential land uses are proposed within this section of the site thus no planning permit is triggered under the Neighbourhood Residential Zone.

Built form and Design

104. The urban design assessment for this proposal is principally guided by clauses 15.01-2 (Urban design principles), 21.05 (Urban design) 22.10 (Design and Built Form); as well as the reference documents *Urban Design Guidelines for Victoria* (UDG) prepared by the Department of Environment, Land, Water and Planning (DELWP).

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

106. Policy at Clause 22.10 will provide the structure for the assessment, with reference to other policies, strategies and guidelines, as relevant.

Urban form and character

107. It is considered that the proposal is consistent with the objectives of this provision for the following reasons:
    (a) The overall rectilinear tower/podium form is consistent with surrounding development and the built form typology to Heidelberg Road and on the opposite side of Parkview Road. Setbacks of upper levels will be discussed in more detail in the following sections.
    (b) The street wall of 3-storeys to Heidelberg Road provides a reasonable response to existing surrounding buildings which includes a similar street wall to the west and lower built form to the east. The land immediately to the west of Parkview Road has a 3 storey podium to both Heidelberg Road and Parkview Road.
    (c) The significant scaling down of the development to the sensitive residential interfaces to the south on both Park Avenue and Parkview Road is also considered to be an appropriate response to context, with the buffer of the 3m wide landscape strip along the southern boundary also softening the potential impact to these sensitive interfaces.
    (d) The townhouses along Park Avenue respond to the existing finer grain subdivision pattern along this street, scaling down to two storeys nearest the residential streetscape at the subject site's southern boundary.

(e) The response to Parkview Road adequately steps down to the south. Unlike Park Avenue, Parkview Road has a more robust character, in particular on the western side, but is still low-scale adjoining the subject site. For this reason the substantial stepping down to three storeys is considered a necessary response to the sensitive interface. Equally the landscape strip on the southern boundary complements the stepping down of the development to the south, limiting potential impacts to the residential properties.
(f) The substantial communal garden allows the building mass to be broken up as viewed from the south and along Park Avenue.
(g) The overall height, holding the north-west corner at eight storeys and then setting back from seven storeys for the remainder of the Heidelberg Road frontage, is considered to be responsive to the prevailing character emerging from the progressively taller buildings under construction to the west as part of the Amcor site. The subject building is stepping down from the 8 storey building to the west, matching it at the corner before presenting as seven storeys for the remainder of the Heidelberg Road frontage. This establishes the clear expectation that future built-form to the east of the subject site would again step down in a similar manner.
(h) A large island site such as this is considered to be able to accommodate this height, but importantly the higher massing of the building is positioned towards Heidelberg Road and away from the lower scale southern interfaces.

108. Further discussion will also be made on the public realm and pedestrian spaces later in this report.

109. For all of the above reasons it is considered that the building form, subject to potential changes and refinement to the façade design (as will be discussed to follow) is generally consistent with objectives at clauses 21.05-2 and 22.10-3.2.

Setbacks & Building Height

110. The design guidance at clause 22.10.3-3 for setbacks and building height states that the overall height of new development (including the height between the primary setback and the secondary setback) may exceed the prevailing building height of the area if the site does not cause off-site impacts and is either:
(a) Located on a corner site of a main road; or
(b) Of substantial land area.

111. The proposal is considered to fulfil the above criteria, being a much larger site than many of the adjoining allotments and extending between two streets along Heidelberg Road and as discussed within the report, would also not result in unreasonable off-site amenity impacts.

112. Objective 5.1.1 of the Urban Design Guidelines for Victoria seek '*to ensure that the building scale and form supports the context and preferred future character of the activity centre.'* While there is no specific guidance for the Alphington NAC, general guidance for Yarra's activity centres and strategic redevelopment sites at clause 21.05-2 anticipates buildings of 5-6 storeys or higher where specific benefits can be achieved. As outlined in the policy section earlier in the report, these benefits relate to upper level setbacks, design excellence, best practice in sustainable development, positive contribution to the public domain and affordable housing.

113. As will be discussed in this report, the proposed development will achieve benefits in respect to setbacks, public realm contribution, design excellence and sustainable development subject to recommended conditions; moreover, the specific context of the site also lends itself to a taller built form. While the Alphington NAC is presently primarily low scale, the large allotment sizes of many sites and the strategic direction at clause 21.05-2 (referenced above) is likely to see an increase in built form scale within the Alphington NAC. Contextually, directly to the west of the site, the former Amcor site will accommodate buildings of up to 17 storeys as well as an 8 storey building closest to the site, which is currently near completion.

The subject site, being a large predominately island site, can accommodate a taller built form to Heidelberg Road, offering a transition from the 8 storey form to the west to the anticipated future 5-6 storey scale to the east. Global South in their urban design assessment of the application, also contemplate the transitionary role of the subject site.

114. The proposed building will extend to a height of 8 storeys (26.97m) at the north-west corner before setting back to achieve a highly recessive top level to scale down towards the east and present as 7 storeys. The building also scales down substantially to the southern boundary to just two and three storeys to the eastern and western side frontages respectively, successfully acknowledging the more sensitive low-scale nature of the side streetscapes.

115. As already outlined, the building has a 3 storey podium to the street frontages.

116. Above the street wall the facades are set back as follows from the three street frontages:
    (a) Heidelberg Road 3m;
    (b) Parkview Road Street 2.5m except for above the residential entry which increases to 3.4m
    (c) Park Avenue 3m

117. As discussed in the Urban Form and Character component of the assessment, given the hard-edged character to the east, the street wall and modest setbacks to the street frontages can supported. In particular, the height appropriately scales down to the sensitive residential streetscapes of both Parkview Road and Park Avenue.

118. The three storey scale of the podium was previously supported by Council and ultimately, the Tribunal in relation to planning permit PLN17/0040. The Tribunal stated in their decision on that matter:

    (a) [Paragraph 73] ‘For the above reasons, we do not find that the Heidelberg Road relationship necessarily requires a significant reduction in height nor an increase in setbacks when compared to the decision plans. We accept the evidence of the planning and design experts that a height and form along the lines of the circulated plans could be appropriate in the Heidelberg Road context.’

119. As highlighted within the ‘Background’ section of this report, the circulated plans, which were for discussion purposes at the Tribunal hearing, showed a three level podium and a maximum height of seven storeys.

120. In terms of whether the proposed overall height of the building is appropriate, as outlined earlier in the site context section, there is a clear trend towards higher built form along Heidelberg Road which is progressively stepping down from the Chandler Freeway intersection to the subject site from 17 to 8 storeys in height. However, the specific site context, features of the site and design of the proposed building, including setbacks, must be carefully considered in determining whether the given height is appropriate.

121. The Urban Design consultant, *Global South*, has recommended support for the development in comments dated April 2020, with the following key points (summarised):

    (a) The siting of the built form is appropriate and responsive to the immediate and wider context.

    (b) The higher corner form and more modest-scaled 3 storey street wall effectively reinforce the broader transition upwards in height towards the west, while responding to the lower-scale existing built form to the east. The frontage massing is therefore considered ‘an appropriate response to the scale and condition of the Heidelberg Road corridor, and the current and emerging built form context of Heidelberg Road’.

(c) The Heidelberg Road environment is sufficiently robust and broad to accommodate a building of this scale, and that gradual transition will still be visible at the scale proposed.

(d) In consideration of the guidance within Clause 21.05-2, Strategy 17.2 for development in activity centres to exceed a 'base' height of 5-6 levels:

(i) The proposal does provide upper level setbacks of 3m above street wall (except for the corner form), with increased setbacks to the top level, and significant stepping down to the south.

(ii) The proposal is a considered, refined and resolved design, which is simple and cohesive, yet visually interesting and context-responsive.

(iii) The proposal will make a positive contribution to the enhancement of the public domain, through active frontage, basement-level parking and façade planting.

(e) The proposal extends 2-3 levels above the 5-6 storey 'base' for activity centres, but the uppermost level is very recessive and much of the proposal is below this height as it transitions down to the south.

(f) The strategy of reduced height and scale, and increased front setbacks towards the site's rear interface, together with a clear 3m setback zone along the boundary create an effective transition to neighbouring houses and therefore the profile and massing to Parkview Avenue is considered acceptable.

(g) The height and massing at the Parkview Road frontage is considered acceptable.

(h) With the exception of a recommendation for screening to prevent overlooking to the Level 1 and Level 2 balconies facing the side window to 4 Parkview Road, the off-site amenity impacts are deemed acceptable.

(i) The activation and architectural expression was supported with the comments noting that the 'While the design is simple and consistent, it reflects an effective level of design sophistication and quality'. The comments note the façades, with the white frame elements, recessed windows and balconies, avoids large expanses of singular expression.

(j) Minor recommendations including to relocate the entry / access to the Substation and Main Switch away from the main entry, glazing the façade recess immediately south of main pedestrian entrance to ensure outlook to the lobby area and to relocate the bicycle parking could all be addressed via condition if a permit were to issue.

122. It is determined that the reasoning by *Global South* for supporting the height / massing of the development is reasonable. Clause 22.10.3-3 encourages that developments '*use massing or articulation or changes of surface treatment, or a combination of these, to relate taller buildings to the scale of their surrounds, and to diminish visual bulk.'* Based on the advice of Global South it is considered that the design does successfully achieve this objective by way of the quality design.

123. The gradual stepping down from 8 storeys, with the bulk of the development to Heidelberg Road away from the most sensitive southern interface, is a highly responsive development that ensures the proposal transitions the emerging higher built from to the west and the lower built form to the east. This in combination with the high quality design that successfully breaks up the bulk of the development achieves a contextually responsive design consistent with the intent of aforementioned relevant policies within the Yarra Planning Scheme.

124. When specifically comparing the subject application with the previous approval under PLN17/0040 it is considered a vastly improved planning outcome for the following reasons:

(a) The design is a much higher quality with a greater mix of materials at lower and upper levels and the incorporation of tactile materials such as brickwork in the ground level as well balconies with lightweight balustrades and greening to the upper levels to create a visually interesting design from all key vantage points that successfully breaks up the building mass.

(b) The proposal incorporates a highly responsive built form by positioning the highest sections of the building towards Heidelberg Rd away from the sensitive southern interface. The proposed form holds the Heidelberg Rd and Parkview Rd corner before stepping down to the east and south, whereas the previous approval under PLN17/0040 had a greater bulk spread across a greater portion of the site and had adopted a 'wedding cake' (refer to image below) style that lacked articulation, shadow gaps or different depths to break up the bulk.

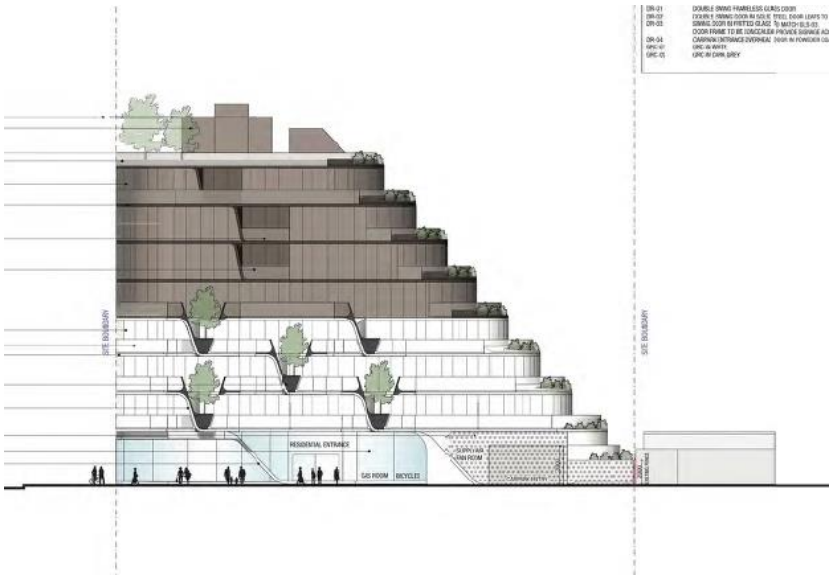


Figure 14 – Previous approval Parkview Rd 'wedding cake' response

(c) The subject application provides a 3m wide landscape strip on the southern boundary that provides a buffer to the sensitive residential properties fronting Parkview Road and Park Avenue (refer to image below).

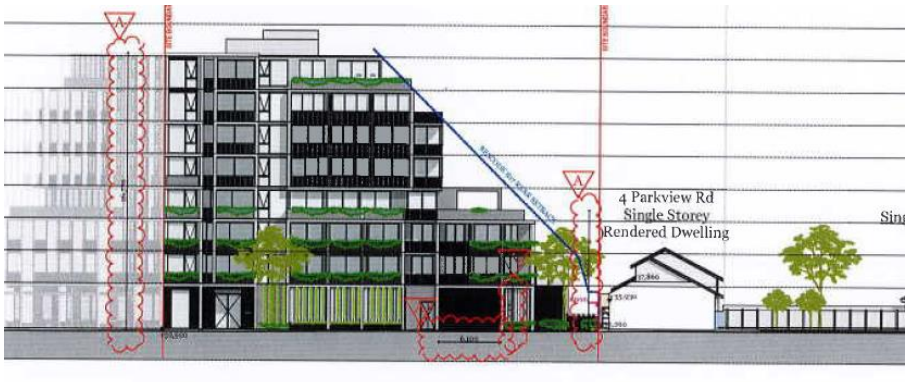


Figure 15 – Subject proposal Parkview Rd response including a 3m landscape strip on southern boundary

(d) The subject application responds to the finer grain of Park Avenue by introducing low-scale townhouses (refer image below) that are a complementary grain to the residential streetscape to the south, whereas the previously approval was a uniform podium and upper form design to all street frontages that failed to respond to the different character of each of the street frontages.

All of the above enhancements allow the subject application to accommodate a higher built form that will sit comfortably in context and be far more visually interesting and recessive than the previous approval, while still not resulting in any unreasonable off-site impacts.

The images below of the Park Avenue street elevations highlight the key differences between the two proposals and clearly demonstrate why the subject proposal is a vastly improved outcome that can accommodate additional height above five storeys. The subject application responds to the most sensitive streetscape of Park Avenue by scaling down to just two storeys to complement the existing low-scale streetscape. This allows the higher part of the development to be substantially separated from the residential streetscape unlike the previous approval which was far more visually intrusive.



Figure 16 – Subject proposal Park Avenue response including a 3m landscape strip on southern boundary and the low-scale townhouses



Figure 17 – Previous approval uniform design did not respond effectively to Park Avenue

Off-site amenity impacts

125. The policy framework for offsite amenity considerations is contained within Clause 22.05 (Interface Uses Policy), with additional guidance within the *Urban Design Guidelines* and the Decision guidelines within the Commercial 1 Zone. Clause 55 (ResCode) of the Scheme does not apply to an apartment building; however it contains standards that can assist in a more measurable assessment of the application.

Wind

126. A Pedestrian Wind Environment Statement prepared by Windtech (dated 3 February 2020) was submitted with the original application and has been peer reviewed by MEL Consultants. MEL Consultants recommend a Wind Tunnel Study be conducted to qualify the wind strategies suggested by Windtech as well as to test and quantify the wind conditions against recognised wind criteria prior to development. The wind tunnel study will need to examine:
    (a) Existing Configuration wind conditions i.e. the wind conditions for the current building and surrounding buildings
    (b) Proposed Configuration with existing surrounds
    (c) Proposed Configuration with permitted and under construction surrounding buildings

127. Subject to the above tests mitigation strategies may need to be further developed. This can be addressed via a condition of permit if one is to issue.

Visual bulk

128. As discussed earlier within the report, it is considered that the proposal successfully transitions between the Amcor site and the lower order neighbourhood centre to the east. In addition, it is considered that the proposal responds to the most sensitive interface to the south by substantially scaling down along both the side streets to two storeys to Park Avenue and three storeys along the more robust Parkview Road. There is also a 3m wide landscape strip to further separate the development from the south boundary and limit visual impacts to the adjoining residential properties. This design is highly responsive and ensures a recessive form as viewed from the south.

129. In addition this, the design detail includes a good mix of materials, articulation and visual interest that further limits the visual impacts of the development as viewed from the most sensitive vantage points to the south. The balconies and lightweight balustrades in combination with the fenestration being set in from the light rendered façade that frames the windows means the façade has a high degree of visual interest and fine grain expression. In addition the setbacks from the podium as well as upper levels and the holding of the corner successfully creates variable form that limits bulk and break ups the mass.

130. While the building will still be clearly visible from the residential properties to the south, the amenity expectations of the residential area also need to be tempered given the commercial zoning of the land and the strategic expectations for more intensive development. This is a well-established position at the Tribunal, such as mentioned in the case of Calodoukas v Moreland CC [2012] VCAT 180, which stated at Paragraph 13 that:

    (a) *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.*

131. Having regard to the above Tribunal decision, the high quality nature of the design as well as the findings discussed above within the Tribunal decision for previous approval on site, it is considered that the proposed development would not result in an unreasonable level of visual bulk to the residential properties further to the south.

Overshadowing

132. Under ResCode, overshadowing is assessed at the September Equinox as an average impact, rather than winter, which would be a worst case scenario.

133. The shadow impacts, like the design impacts, are substantially more responsive than the previous application considered under PLN17/0040. The previous assessment for PLN17/0040 noted that:

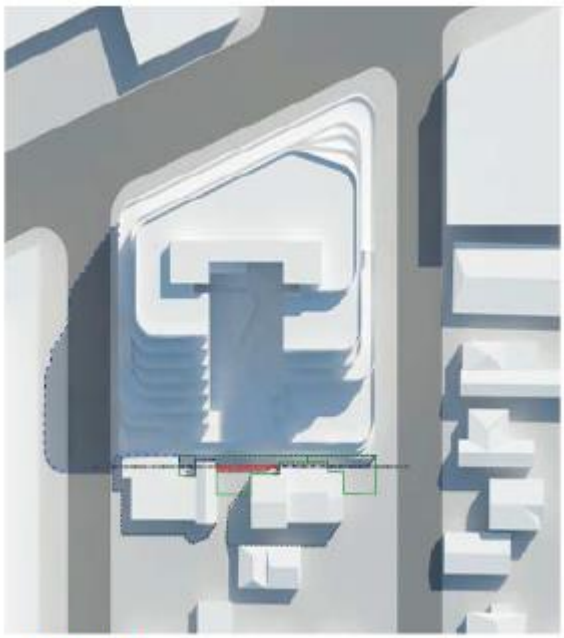
(a) *At 9am on the September Equinox, approximately 1.5sqm of additional shadowing will be cast within the private open space area of No. 4 Parkview Road. This area is already substantially in shadow at this time therefore the additional shadowing would have a negligible impact on the amenity of the property at this time. At 10am there will be an increase of 4sqm (4%) of additional overshadowing cast within the secluded private open space area of No. 4 Park Avenue. The shadow impact is linear, thus retaining a useable area of open space with access to sunlight. For the remaining hours of the day there is no additional shadow impact to any of the adjacent properties. This is illustrated in the diagrams below.*

On this basis, the proposed development is not considered to unreasonably impact upon solar access to the surrounding residential land.

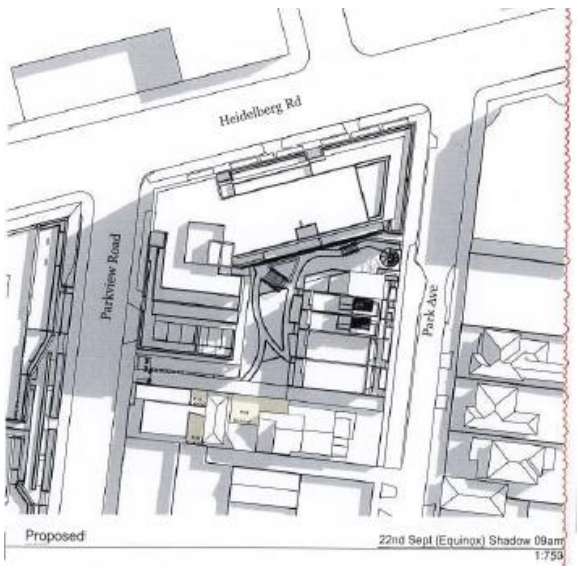
134. The shadow impacts, like the visual bulk impacts, are more responsive than the previous application with the only additional impact a modest increase at midday. At all other times of the day the proposal does not impact on the adjoining POS to the south. For this reason, the proposal is not considered to unreasonably impact upon solar access to the surrounding residential land and is an improved outcome than was previously considered acceptable at officer level under PLN17/0040.

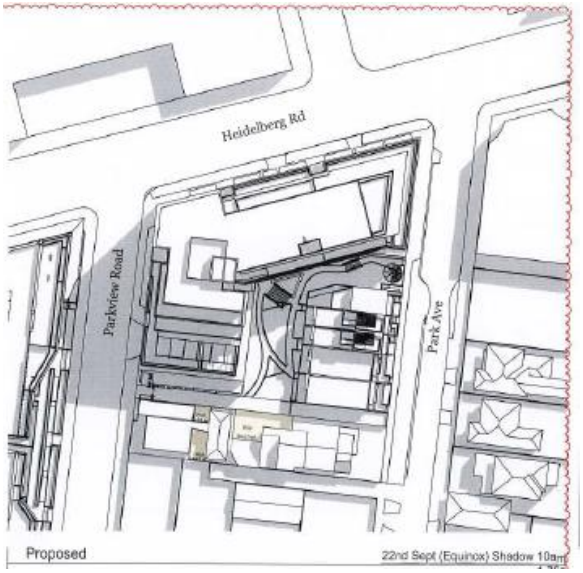


9.00 AM



10.00 AM





9.00 AM **10.00 AM**

Figure 18 – Comparison shows that the proposal has less impacts at 9 or 10am which is an improvement on previous approval which does overshadow adjoining properties as per above.

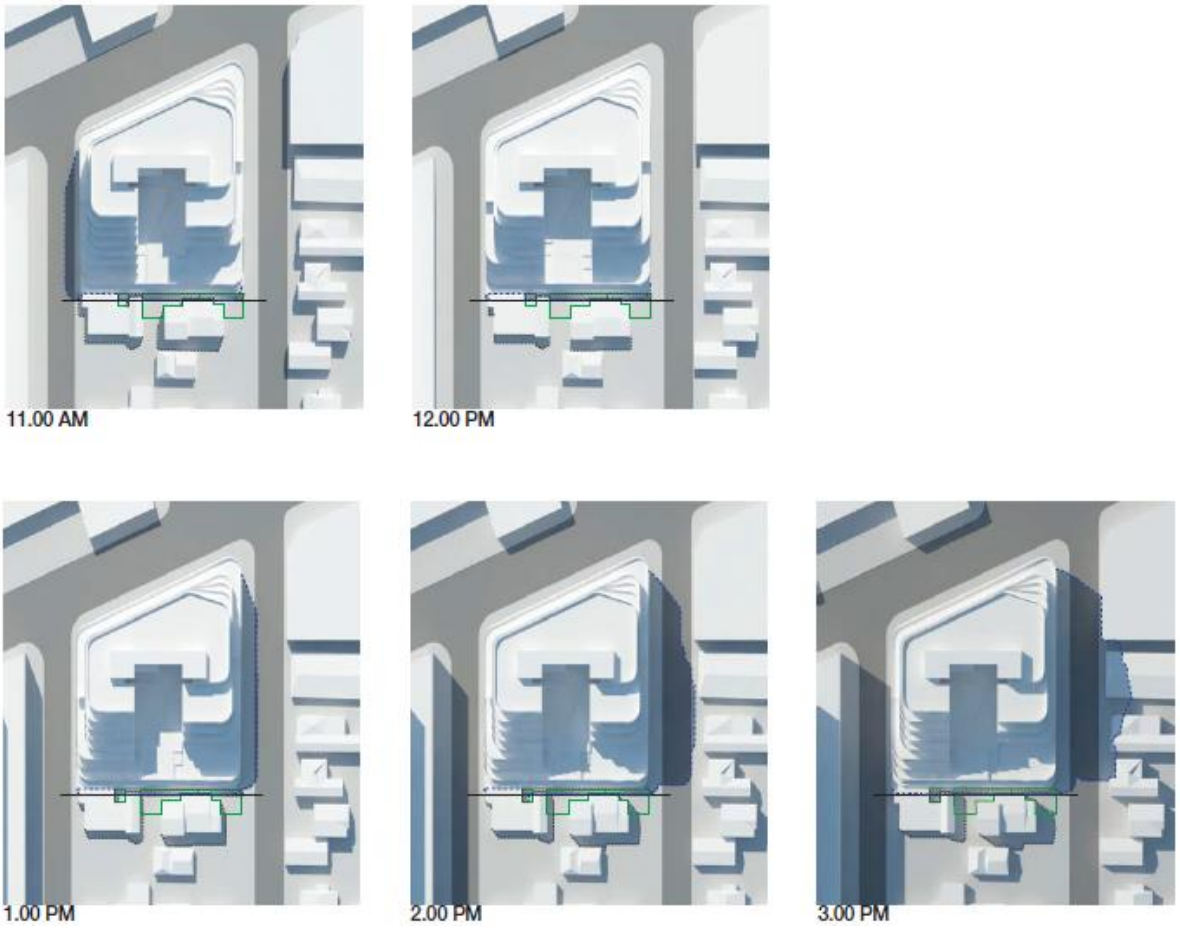


Figure 19 – Previous approval shadow impacts 11am to 3pm



Figure 20 – Subject application shadow impacts 11am to 3pm. 12pm is only time that impacts adjoining property.

Daylight/solar access to existing windows

135. There are north-facing windows to the properties to the south facing the subject site. As demonstrated in the shadow diagrams, the shadow cast by the development generally falls within the shadow line of the existing fence with the exception of midday. Only at midday does the additional overshadowing appear to cast a shadow on any adjacent walls. On this basis, the impact on solar access to north facing windows is considered to be negligible.

Overlooking

136. The dwellings immediately to the south have secluded private open space and habitable room windows that are within 9m of the subject site that may be overlooked from the Level 1 and 2 balconies. While ResCode (Clause 55) does not apply to the apartments, it contains a useful measure (Standard B22) for mitigating unreasonable overlooking. Deriving from this standard, a condition of any permit issued will require the proposal to demonstrate no direct views in adjacent secluded private open space or habitable room windows within 9m. If this cannot be demonstrated then further screening will be required.

Clause 55 (Two dwellings on a lot)

137. Clause 55 comprises design objectives and standards to guide the assessment of new residential development. This assessment will also consider, where relevant, clauses 22.10, 22.13, 22.13 and 22.17.

138. Given the site's location within a built up inner city residential area and that is only a small portion of a much larger development proposal, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test.

Clause 55.02-1 Neighbourhood character objectives and Clause 55.06-1 Detailed Design

139. The proposed development is generally compliant with the neighbourhood character standard and objective, with the proposed design respectful of the existing streetscape character and responsive to the features of the site and the surrounding area. The townhouses fronting Park Avenue present at two storeys nearest to the low-scale streetscape to the south. The design includes low front fences and small gardens as well as the 3m landscape streetscape strip along the southern boundary to appropriately transition to the residentially zoned land to the south in Park Avenue.

Clause 55.02-2 Residential policy objectives

140. As previously discussed, there is strong strategic support for the further intensification of such a large site in an inner-city location. The proposed development meets the relevant PPF and LPPF objectives with regard to providing increased housing diversity and housing choice, meeting forecast increases in resident and household numbers, providing higher density housing within proximity to public transport and commercial services and taking advantage of the existing local infrastructure associated with the residential neighbourhood.

141. As identified, whilst additional dwellings on this site would contribute to the housing provision within Yarra the proposal must meet a number of policy objectives in regards to amenity impacts to adjoining properties and the internal amenity of the proposed dwellings.

Clause 55.02-3 Dwelling Diversity objective

142. The proposal provides a sufficient diversity of dwellings given the townhouses are part of the larger development which contains 75 apartments which are a combination of one, two and three bedroom apartments.

Clause 55.02-4 Infrastructure objectives

143. The proposal is located within an established urban area where access to existing utility services and infrastructure can be readily extended to accommodate additional dwellings on site. It is considered that the provision of the dwellings on the subject land would not overload existing infrastructure services. The Standards of the Objectives are met.

Clause 55.02-5 Integration with the street objective

144. The design successful integrates with the street by providing a highly responsive scale and high quality design to Park Avenue.

Clause 55.03-1 Street setback

145. The townhouses are set back between 2 and 3.5m from Park Avenue. Although these setbacks do not meet the standard, they are considered to be appropriate given the townhouses are part of the wider apartment development and must therefore complement the higher built form to the north, which is built to the street edge, as well as the low-scale streetscape to the south which have consistent moderate front setbacks. The small garden setbacks strike the right balance between the two.

Clause 55.03-2 Building height objective

146. The three storey townhouses do not comply with the standard as they are above the 9m height requirement. However, they play an important role consistent with the objectives of the provision of graduating the higher built form from the north to the low-scale dwellings in Park Avenue. Importantly the three southernmost townhouses closest to the sensitive southern interface are well under the 9m height at 6.76m high. Again this transitioning is considered to strike the right balance between the higher built form to the north and the low-scale streetscape to the south in accordance with the objective.

Clause 55.03-3 Site coverage objective and Clause 55.03-4 Permeability and stormwater management objective

147. Council's Local policy at clause 22.16 addresses stormwater management and is critical when considering this issue. The policy aims to improve stormwater quality and incorporate stormwater treatment measures into the design of developments. While the proposal seeks a site coverage of 72.4% this is supported because:

    (a) The existing buildings and hard surfaces within the site currently occupy 71.6% of the site;

    (b) The location of the site within the Neighbourhood Activity Centre and the nature of surrounding and approved development.

    (c) The context of the area, in particular other developments of this scale currently under construction, is also of hard surfaces with minimal permeability,

    (d) The wider development contains a substantial common garden area well above the standard of apartment buildings (discussed below).

    (e) The proposal includes an 8,000L rain water tank for toilet flushing which contributes to achieving a STORM score of 102.

    The rainwater tank is shown on the basement floor plan. The proposal meets the Objectives of these clauses.

    Clause 55.03-5 Energy efficiency objectives

148. In regards to this provision it must be considered in the context of the whole development which is orientated to the north and has been sited on the north side where possible. Also the whole development has been designed effectively to not unreasonably reduce the energy efficiency of any nearby dwellings.

149. However, as discussed below in more detail further ESD initiatives will be required via condition if a permit is to issue.

    Clause 55.03-6 Open space objective

150. This provision is not applicable as no existing communal or public open space is adjacent the development. However it is noted that substantial provision of communal garden area has been provided well above the requirements of the apartment standards (discussed below) as part of the eerie proposal.

    Clause 55.03-7 Safety objective & Clause 55.05-2 Dwelling entry objective

151. The proposal complies with the standard as it provides individual entries for each of the five townhouses that are directly assessable and highly visible from Park Avenue, with good lighting.

    Clause 55.03-8 Landscaping objectives

152. There is landscaping opportunities at both ground and upper levels of the townhouses. The proposal includes small areas for landscaping within the frontage and dedicated planter boxes at first floor level fronting Park Avenue as well as to the rooftops of the two three storey townhouses. Moreover, substantial additional planting is proposed to occur throughout the development, most notably within the communal garden area.

    Clause 55.03-9 Access objectives

153. The proposal meets the standard by providing a single crossover in the same location as the existing in Parkview Road. As such the crossover respects the existing pattern of crossovers and car parking

Clause 55.03-10 Parking location objectives

154. The proposal complies with the standard by providing accessible ground and basement car spaces. The car park is accessible via stairs and lifts in the main building and a spiral staircase for the townhouses.

Clause 55.04-1 Side and rear setbacks objective

155. The proposal complies with the standard as no part of the proposed townhouses sit outside the B17 profile, as demonstrated in the image below. Additionally there are no part of the townhouses that are built within 200mm of a boundary.



Figure 21 – demonstrating compliance with B17

Clause 55.04-2 Walls on boundaries objective

156. This provision is not applicable as there are no walls on boundary as part of the townhouse portion of the development.

Clause 55.04-3 Daylight to existing windows objective

157. The proposal complies with the standard as the existing habitable room windows to the south of the site are provided with a minimum area of 3sqm and minimum dimension of 1m clear to the sky, with the townhouses set back 3m from the title boundary.

Clause 55.04-4 North-facing windows objective

158. The proposal complies with this standard as the townhouses sit within the B20 profile, allowing adequate solar access to existing north-facing habitable room windows.

Clause 55.04-5 Overshadowing open space objective

159. The proposal complies with the standard as the townhouse built form does not unreasonably impact the secluded private open space of any existing dwellings as demonstrated in the submitted overshadow drawings.

Clause 55.04-6 Overlooking objectives

160. There are no opportunities for overlooking as the townhouses do not include any south orientated upper level windows. As such the townhouses comply with the standard.

Clause 55.04-7 Internal views objective

161. The proposal complies with the standard as windows and balconies have been designed within the townhouse arrangement to prevent overlooking of more than 50% of the POS of neighbouring townhouses. There are also solid walls between each townhouse POS to ensure privacy and minimise overlooking. It is noted however that the level 2 terrace of the northernmost townhouse appears to overlook windows of the south orientated apartments. This will be addressed via condition if a permit is to issue.

Clause 55.04-8 Noise impact objectives

162. The dwellings are not in close proximity to any mechanical plants or noise sources such as driveways or vehicle access points and the dwellings are also not sited near a main road. Nonetheless any assumptions within the submitted acoustic report have been peer reviewed and will be subject to additional requirement for a revised acoustic report if a permit is to issue.

Clause 55.05-1 Accessibility objective

163. The townhouses are provided with step-free entry and ground level living and dining areas and are considered accessible to people with limited mobility.

Clause 55.05-4 Private open space objective

164. Each dwelling complies with the standard as they are provided with an outdoor area of at least 8sqm. Moreover, two of the townhouses include rooftop areas with convenient access from a living room. The townhouses also have access to the large communal garden in the centre of the proposed development.
165. The site is also in close proximity to nearby public open space of Alphington Park

Clause 55.05-5 Solar access to open space objective

166. The POS is provided on both the east and west sides of dwellings and appropriately set back form walls and boundaries.

Clause 55.05-6 Storage objective

167. All townhouses are provided with the required minimum 6 cubic metres of storage space specified in Table B9 of this provision as demonstrated in the development summary. It is considered that all townhouses are provided with convenient access to secure storage in accordance with the standard.

Clause 55.06-1 Design detail

168. The townhouses are considered to be of a high design quality with a good mix of materials, articulation and varied setbacks that create visual interest. The modern design is complementary to both the other parts of the development but also the low-scale Park Avenue streetscape.

Clause 55.06-2 Front fences objective

169. The 1m high front fences fully comply with the standard.

Clause 55.06-3 Common property objective

170. The POS is clearly delineated through the use of fencing to separate it from the common garden area. The common garden area will be highly functional and maintained by an owners corporation.

Clause 55.06-4 Site services objective

171. The gas, water and electrical services are appropriately located adjacent the communal open space entrance on Park Avenue.

172. The bins are located within the front setback of each of the townhouses with rubbish collection from Park Avenue.

173. Mailboxes for the townhouse are also conveniently located in the frontage.

Clause 58 (Apartment Developments)

Standard D1 – Urban context

174. This standard has two purposes; to ensure that the design responds to the existing urban context or contributes to a preferred future development of the areas and that development responds to the features of the site and the surrounding area. How the development sits within the urban context has been discussed earlier in this report.

Standard D2 – Residential Policies

175. As outlined earlier in this report within the Strategic Justification section, the proposed development is considered to hold strong policy support under the purpose of the Commercial 1 Zone and local policies of the Yarra Planning Scheme.

Standard D3 –Dwelling diversity

176. The application contains a mix of dwelling types and sizes as encouraged under this Standard including 16 one bedroom apartments, 30 two bedroom apartments and 29 three-bedroom apartments.

Standard D4 - Infrastructure

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

Standard D5 – Integration with the street

178. Integration with the abutting streetscapes has largely been discussed previously within the built form and design section of the report. It is noted that the location of the vehicle access, the links through the site, landscaping at the lower levels as well as the high level of activation and visual interest ensure a highly integrated design to all frontages.

Standard D6 – Energy efficiency

179. This standard seeks to ensure that buildings are orientated to make appropriate use of solar energy and also sited to ensure that the energy efficiency of existing adjoining dwellings is not unreasonably reduced. The proposed development orientates living areas and balconies to the north where practical to do so. While some south-facing apartments are unavoidable within an apartment typology, the layout of the built form reduces the extent of entirely south-facing apartments and provides greater opportunities for easterly and westerly aspects.

180. With respect to the impact on the energy efficiency of surrounding properties, the proposal is considered acceptable. As discussed within the offsite amenities section, the additional overshadowing cast by the proposed development at the September Equinox is minimised by the generous setbacks from the southern boundary.

181. Council's ESD Officer has provided comments including a number of recommendations that are required to be included for the ESD to be deemed satisfactory if a permit is to issue. This includes the expansion of the PV system.

Standard D7 – Communal open space

182. This Standard requires developments with greater than 40 dwellings to provide a minimum of 2.5sqm of communal open space per dwelling or 250sqm, whichever the lesser. In the case of the subject site, the lesser is 187.50sqm for 75 apartments proposed (2.5 x 75 dwellings). The proposed development comfortably meets this requirement, providing 795.4sqm of communal open space. The location and design of the communal open space is considered to be acceptable for the following reasons:

    (a) The substantial size of the space ensures that there is ample landscaping opportunities well above the standard.

    (b) It is readily accessible including to those with limited mobility and it provides a link through the site between Park Avenue and Parkview Road.

    (c) It is integrated with the internal communal space and with the townhouses.

    (d) It has good passive surveillance with a high degree of dwellings having outlook to the space.

    (e) The space maximises landscaping opportunities.

    (f) The space will be easily maintained.

    (g) As discussed within the assessment of Standard D10 (landscaping), detailed landscape treatment is proposed within the communal open space.

Standard D8 – Solar access to communal open space

183. The standard encourages communal outdoor open space to be located on the northern side of a building if appropriate. In the case of the subject site, locating the communal open space on the southern side is considered more appropriate and respectful of the residential interface to the south. As a result of this configuration, the building is set back substantially further from this sensitive interface.

Standard D9 – Safety

184. This standard seeks to ensure that the layout of development provides for the safety and security of residents and property. The proposed development achieves the standard by providing an identifiable residential entry to Parkview Road, with the glazed entrance lobby facing the street for clear lines of sight.

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

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

Standard D10 – Landscaping

187. A landscape concept plan was submitted with the application with details of proposed planting, soil depth of planters and maintenance details. This has been reviewed by Council's Open Space Unit with some revisions recommended to ensure the viability of particular species and to ensure that all species do not pose a threat to local biodiversity. It is considered that these issues can be resolved via condition if a permit is to issue.

188. Pursuant to Standard D10, a site with an area greater than 2,500sqm should provide deep soil areas for 15 per cent of the site, with a minimum dimension of 6m with 1 large tree or 2 medium trees per 90sqm of deep soil. The proposed development has 8.5% of the total site area devoted to deep soil planting along the southern boundary.

189. Although this does not meet the standard it is considered to achieve the objective with many opportunities for mature trees and landscaping shown in the landscape plan that would make a meaningful contribution toward the landscape character of the area. Additionally, the proposal comprises substantial landscaped areas throughout the development, including ground level green spaces and balcony planters capable of supporting trees. Council's ESD advisor noting within referral comments that these areas would marginally improve the ecological value of the site.

190. Additional streetscape planting is also proposed, this will be discussed in streetscape works later within the report.

Standard D11 – Access

191. The proposed development seeks to obtain vehicle access into the development from Parkview Road. The accessway is a double width crossover, comprising approximately 15% of the Parkview Road frontage. Thus the standard is achieved, which discourages accessway widths exceeding 33 per cent of the frontage.

192. The proposed car park entrance from Parkview Road will not result in the deletion of any car parking spaces as it utilises the existing crossovers.

Standard D12 – Parking location

193. Lift and stair access is provided from within the car parking areas to all levels of the development (a spiral staircase provides access to the townhouses). This ensures convenient access for residents, staff and visitors in accordance with Standard D12. The car parking area is also secure, with the acoustic report indicating that it will be mechanically ventilated.

194. The acoustic report submitted with the application indicates that given the carpark size, configuration and access points, it is expected that noise impact to existing residential neighbours to the south and east would be minimal.

195. All habitable rooms are located at least 1.5m away from the shared accessway in accordance with the standard.

Standard D13 – Integrated water and stormwater management

196. A STORM report has been provided within the submitted SMP demonstrating best practice in stormwater management. This is achieved through among other things incorporating an 8000Lt rainwater tank used for irrigation and flushing ground level toilets. While Council's ESD officer was generally comfortable these initiatives, it was suggested that the capacity should be increased to service apartment or townhouse toilet flushing as well.
197. The proposal includes a significant permeable surface area (15.4%) and garden area (26.8%) in order to reduce the impact of stormwater run-off from the site.

Standard D14 – Building setbacks

198. The predominately island site minimises the potential impact of building setbacks on adjoining sites. Heidelberg Road, Parkview Road and Park Avenue provide sufficient separation to ensure that the existing and future development of these sites is not adversely affected with respect to daylight access, privacy and reasonable outlook.
199. In regard to the residential interface immediately to the south, as discussed within the offsite amenity impacts section, the proposed setbacks are adequate to minimise potential amenity impacts in relation to overshadowing and daylight access. Further overlooking analysis of Level 1 and 2 balconies will also ensure that there is not any unreasonable overlooking to the properties to the south. If this cannot be demonstrated then further screening will be required.
200. Building separation internally to the site is also relevant given the shape of the building. The south and east orientated apartments face onto the townhouses. The east orientated apartments are 13.981m separation to the townhouses while the closest south orientated apartment is 6.22m away from the northernmost townhouse. Based on the daylight modelling that has been provided and advice from Council's ESD advisor, the internal building separation is considered adequate to maintain sufficient daylight to dwellings. The separation also mostly negates the need for privacy screening and maintains a good outlook for all dwellings except some south orientated apartments which require screening to prevent overlooking of the northernmost townhouse terrace. This can be addressed via condition if a permit is to issue.

Standard D15 – Internal views

201. As discussed above, most the dwellings have over 13m separation which negates the need for privacy screening for nearly all dwellings. The exception to this is some of the south orientated apartments and northernmost townhouse which appear to overlook one another.
202. Solid walls separate balconies to provide privacy.

Standard D16 – Noise impacts

203. The proposed development is located within 300m of an industrial zone (INZ3) and is therefore considered to be within a defined Noise Influence Area (NIA). An acoustic report was submitted with the application prepared by WSP which concludes that subject to recommendations such as sealed glazing system, acoustic walls and acoustic glass at the design stage then the building will not be unreasonably affected.

204. The acoustic report has been peered reviewed by SLR who noted that the report was only preliminary and that a full report should be submitted in response to permit conditions. SLR recommended the full report should include:

    (a) Road traffic noise measurements to quantify the Leq,16h and Leq,8h noise impacts to the subject site. Ideally unattended noise logging should be undertaken to quantify noise impacts over a representative period. If attended measurements only are conducted, the report should provide detail as to how the measured levels have been used to determine the $L_{eq,16h}$ and $L_{eq,8h}$ levels.

    (b) Confirmation that road traffic noise levels will not exceed 45 dBA $L_{eq,1hr}$ in living rooms between the hours of 7 am to 10 pm and 35 dBA $L_{eq,1hr}$ in bedrooms between the hours of 10 pm and 7 am. Detailed advice for façade upgrade treatments to address road traffic noise, including minimum required acoustic ratings for glazing and walls.

    (c) An assessment of noise from the carpark, including carpark door and carstackers if proposed, to existing dwellings and proposed dwellings at 680 Heidelberg Road. This noise should be assessed to SEPP N-1 and sleep disturbance targets.

    (d) Additional to the above, we recommend that the permit for the project require the following:

        (i) A review of all acoustically significant items of mechanical plant during the detailed design phase of the project to ensure that SEPP N-1 limits are met.

        (ii) The requirement for any food and beverage tenancies proposed to operate after 10 pm on any night to commission an acoustic report assessing noise impacts from the use.

205. It is considered that the above items can be addressed via condition if a permit is to issue.

Standard D17 – Accessibility objective

206. This standard requires at least 50 percent of dwellings to have:

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

207. Individual floor layouts for 36 different types of apartments have been provided though specific dimensions confirming an opening width of 920mm at the dwelling entry and 870mm to the main bedroom and bathroom are not provided but it is indicated in many of the examples that the accessibility standard is achieved. Circulation spaces within the dwellings are shown consistently with a 1.2m wide clear path for dwellings that achieve the standard. The bathrooms within the sample apartments also demonstrate compliance with either Design Option A or B. However, it is unclear whether the sample of apartments reflects 50 per cent of the dwellings within the development despite the applicant's Clause 58 report indicating that 50.7% meet the standard. A condition of any permit issued will require this to be demonstrated.

Standard D18 – Building entry and circulation

208. As assessed earlier in this report, the proposed residential lobby entry would be readily visible from Parkview Road and Park Avenue providing a clear sense of address. The lobby area has clear glazing to the street frontage offering a sense of personal address and transitional space.

209. The ground floor lobby area has generous space, with a minimum width of 2.8m. The corridor spaces to levels above each have a minimum width of either 1.5m or 1.8m, with natural light provided by windows adjacent to the lift cores on each level. It is understood that natural ventilation will also be provided via these windows, however it is not clearly shown on the plans. This will be conditioned according on any permit that issues.

Standard D19 – Private open space

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

Table D5 Balcony size

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

211. The development summary table provided confirms that all dwellings achieve the minimum areas as required pursuant to Table D5. All balconies are also conveniently accessed from the main living areas of each dwelling. However, for type 3E the width of the balcony is just under the requirement at 2.3m, while for 3K a section of balcony is just 1.2m. Despite these variations the balconies are considered to meet the objective for the following reasons:
    (a) The variations only affect a total of three apartments.
    (b) Most apartments provide over the minimum and in many cases substantially over.
    (c) Where there are significant variations to the width requirement it is only for a section of the balcony, where the remainder of the balcony is well over the size and width.
    (d) The substantial communal area offsets any reduced width of the three balconies.

212. Also for 2B, 2J, 2K the width is not provided which can be addressed via condition.

Standard D20 – Storage

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

Table D6 Storage

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

214. The sample of apartment layouts includes internal storage details and the development summary nominates exact cubic metres for both internal and external storage. This confirms that the sample of dwellings will met the minimum storage requirement for within dwellings however some variations are required for external storage of between 0.8 and 1.8 cubic metres. However, this is offset internally in order to meet the total minimum storage volume. On balance this is considered acceptable.

Standard D21 – Common property

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

Standard D22 – Site services

216. Site services appear to be adequately accommodated within the development. These are mostly located internally within the building, either within the basement or ground floor. Services that are required to be externally accessible such as the fire booster, have been located away from the primary Heidelberg Road frontage. The elevations also indicate that services will be treated with landscaping so that are much more attractive than typical cupboards and will integrate with the design.

217. Mail boxes are located within the lobby area. This is considered an appropriate location for convenient access to future residents and mail delivery services.

Standard D23 – Waste and recycling

218. A Waste Management Plan (WMP) has been prepared by WSP (dated 9 December 2019) containing details on how waste is to be managed including noise and odour control.

219. The WMP was reviewed by Council's City Works Branch. They have advised that the WMP is not acceptable for the following reasons:

    (a) Council does not allow private and Council services to operate at the same site.
    (b) Please include any relevant risk assessments.
    (c) Provide details on path of access from the street to the bin collection point;
        (i) Please detail how the chute system will operate with regards to the changes in the waste service system recently announced by the State Government.(Multi Unit Apartments)(Glass separation).
    (d) Council's waste service system will change in the coming months to a 4 bin kerbside service and excess space should be made available to accommodate these changes. (Townhouses).

220. These requirements will be addressed via condition if a permit is to issue.

Standard D24 – Functional layout

Bedrooms

221. Table D7 within Standard D24 states that the main bedroom should have minimum dimensions of 3.4m x 3m with remaining bedrooms of 3m x 3m. The sample apartment types are all compliant with Table D7. The apartment layouts demonstrate compliance with the standard for all apartments.

Living areas

222. Table D8 within Standard D24 specifies a minimum area of 10sqm and width of 3.3m be provided for single bedroom dwellings, and for two or more bedrooms; a minimum area of 12sqm and minimum width of 3.6m. The sample apartment types demonstrate compliance, for all apartments.

Standard D25 – Room depth

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

224. However, the standard states that this can be increased to 9m for open plan habitable rooms, providing the kitchen is the furthest from the window and the ceiling is at least 2.7. This is met within the development, with the deepest single aspect apartments meeting the aforementioned criteria with a maximum room depth of 9m.

Standard D26 – Windows

225. This standard requires all habitable room windows to have a window to an external wall of a building. This is the case for all bedrooms and main living spaces. There are some apartments that have 'study nooks' receiving only borrowed light from the main living area. However given the small size of these 'study nooks' and that they are open to the main living area, the level of daylight into these areas is considered acceptable.

Standard D27 – Natural ventilation

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

227. Cross ventilation is demonstrated in 48% of apartments in accordance with the standard.

<u>Environmentally Sustainable Design</u>

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

229. The applicant submitted a Sustainable Management Plan (SMP) prepared by Intrax Projecs dated 3 February 2020. The SMP proposes to implement the following key initiatives into the development:
    (a) A 4kW solar PV solar system affixed the roof, to contribute toward common area electricity consumption.
    (b) Electric vehicle infrastructure in the basement area.
    (c) Natural ventilation via operable windows to all main spaces.
    (d) Double glazing all over the building.
    (e) Individual utility meters for apartments, common areas and retail tenancies.
    (f) Rainwater collection, storage and re-use for retail areas toilet flushing and building's garden irrigation.
    (g) Hot water system to be central, gas driven with 84% efficiency
    (h) Illumination power density is 20% lower than the BCA requirements.
    (i) CO sensors used for carpark ventilation control

(j) Motion sensors used for external lighting control.
(k) Energy efficient light and reverse cycle heating/cooling systems.

230. Council's ESD advisor has reviewed the SMP report, with a number further amendments needed to address the following:
(a) Recommend significantly increasing the solar generation capacity to meet the potential in terms of orientation and roof area.
(b) Increase the provision of bicycle parking with a target of 1:1 for bike parks to apartments
(c) Provide end of trip facilities to support workers of retail tenancies
(d) Commit to the provision of a building Users Guide to optimise usability and performance of building.
(e) Clarify provision of operable windows for GF commercial space.
(f) Provide an updated assessment of effective ventilation against the BESS standard including an update to ventilation diagrams to include the whole of living areas in the single sided depth calculation. Kitchens should be included as part of living areas.
(g) Provide daylight modelling and analysis to identify DF% across the development. (SMP, p.30 + 45)
(h) Identify proportion of apartments with adequate external views.
(i) Confirm use of low VOC, PVC and Formaldehyde building products.
(j) Provide analysis to identify reduction in GHG emissions over reference building.
(k) Confirm approach to water metering.
(l) Provide details around material procurement in terms of recycled and reused materials.
(m) Provide details around procurement of certified timber products.
(n) Provide an assessment of local car share opportunities
(o) Identify the location of EV infrastructure on basement plans.
(p) Provide a construction Waste Management Plan that identifies strategies for reducing construction waste or firm commitment of recycling >80% of construction waste.
(q) Provide an operational Waste Management Plan that identifies waste generation, storage capacity and management of development. Identify strategies for collecting organic waste as part of the plan.
(r) Justify the provision of space, and identify a strategy for green waste within the operational Waste Management Plan (see above)

231. The above matters can be addressed via condition on any permit that issues.

Car & Bicycle parking and Traffic Generation

Car Parking

232. As outlined in the Particular Provisions section earlier in this report, the proposal is seeking a statutory car parking reduction of 34 car spaces. The application was referred to Council's Traffic Engineers who raised no objection to the car parking reduction.

233. In terms of assessing the car parking demand generated by the proposed development, it is important to note that Clause 52.06 is a State wide provision and the rates are not always relevant to inner city locations such as Yarra. In considering a reduction, Clause 52.06 requires that an assessment is undertaken of the actual number of car spaces likely to be generated by the use.

234. It is imperative to consider the site context and whether there are opportunities to encourage sustainable transport alternatives and assist with reducing existing traffic congestion. In respect to the current proposal, reduced car parking provision is considered appropriate, specifically:
(a) The site is within a Neighbourhood Activity Centre where a concentration of activities and services promotes greater walkability and multi-purpose trips;

(b) Further retail and service offerings are proposed to be accommodated within the Amcor site, including two supermarkets, a gym, café and school.
(c) The site is reasonably well serviced by public transport, including bus services along Heidelberg Road and Alphington train station a short walk to the north of Heidelberg Road site.
(d) Residents would be ineligible for on-street parking permits. Whilst at this stage there is limited permit parking restricted areas around the site, these could be introduced if the need arises; and

235. Furthermore, based on information contained within the WSP report dated 9 December 2019, it is understood that the current area and use of the land (Restricted Retail at 2,100sqm) operates with 16 on site spaces and a deficiency of 47 spaces, most likely associated with customer parking. Council's Traffic Engineers were satisfied that the customer parking overflow of the proposed redevelopment would be much less than the existing parking deficiency of the site.

Bicycle parking

236. As outlined in the planning controls section earlier in this report, pursuant to Clause 52.34-3, the proposed application requires a minimum of 27 bicycle spaces to be provided. The proposal provides 27 bicycle spaces comprising 26 spaces within the secure ground floor bicycle parking for residents and associated visitors and 1 space along the site frontage for retail visitors. Council's Strategic Transport Unit reviewed the application and deemed the 8 visitor bicycle parking inadequate, recommending 20 visitor spaces be provided.

237. Turning to the location of the bicycle facilities, the 20 visitor spaces are required in locations easily accessible to visitors of the site; and with appropriate clearances. The Urban Design team has recommended a set number of bike hoops (2 spaces per hoop) should be accommodated on the Heidelberg Road frontage. All additional visitor bike parking should be located within the title boundaries or be otherwise located to the Council's satisfaction.

238. These requirements can be addressed via condition if a permit is to issue.

239. In regard to the resident and employee spaces, whilst the proposal meets the statutory requirement to provide 18 resident/employee spaces, Strategic Transport unit provides the following comments:
(a) the subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and
(b) both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
(c) Given the above, best-practice requires a rate of 1 space to each dwelling plus the statutory rate for the retail use. However, it is acknowledged the peak employee demand is unlikely to coincide with the peak resident demand. Therefore, it is recommended a minimum of 80 resident/employee spaces be provided.
(d) It is recommended a further reduction in car parking spaces is sought to provide additional bicycle parking spaces.

240. Employee and resident spaces are inadequately located and designed for the following reasons:
(a) Resident/employee bicycle parking is provided outside and exposed to the elements. This will strongly discourage cycling in inclement weather and is inappropriate for long term bike storage.

241. Given the concerns noted above, the applicant should provide 80 resident/employee spaces in a maximum of two secure weather-proofed bicycle storage facilities. These storage facilities should have good access to lifts or other building entrances. A minimum of 20% of spaces must be horizontal at-grade spaces. All spaces should meet AS2890.3 accessway and clearance requirements or otherwise be to the satisfaction of the Responsible Authority.

242. A requirement to provide weather-proofed bicycle storage facilities can be addressed via condition if a permit is to issue.

Traffic Generation

243. WSP in their traffic report adopts a traffic generation rate of 0.50 trips per dwelling for one and two bedroom dwellings and 0.65 trips per three bedroom dwellings. In the case of retail, 5.6 trips per allocated 100sqm of floor area is expected within the peak hour. Council's Traffic Engineering Unit found the above rates satisfactory, but a little conservative.

244. The Traffic Engineering Unit also concluded that the SIDRA modelling undertaken by WSP and the previous gap analysis undertaken by GTA Consultants (Used in the PLN17/0040 application) in relation to the post development traffic operation of the Parkview Road/Heidelberg Road intersection was satisfactory.

Streetscape works

245. There appears to be no proposed streetscape works. It is noted that as part of the Amcor development there is to be an upgrade of Parkview Road.

246. Council's Streetscape landscape architect has reviewed the plans and not raised any issue from a streetscape perspective.

247. The four existing small trees on Heidelberg Road in the existing nature strip will need to be protected in accordance with AS1960-2009 Protection Trees on Development Sites. The landscape plan should show the location of these trees.

248. Protection of the existing street trees during construction as well as protection bonds are matters dealt with by Council's Construction Management Unit under the construction Management Plan.

249. In addition to standard infrastructure conditions, Council's Engineering services branch has also requested the following works/upgrades be undertaken to Council's satisfaction and at the cost of the permit holder:
    (a) Reconstruction of the kerb and channel along Parkview Road, Heidelberg Road and Park Avenue
    (b) Reconstruction of the footpath along Parkview Road, Heidelberg Road and Park Avenue immediately outside the property's frontage
    (c) The full carriageway width of Parkview Road, extending from Heidelberg Road to the property's southern boundary, must be profiled (grinded to a depth of 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
    (d) All redundant vehicle crossings must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.
    (e) All redundant property drain outlets within the road frontages of the site are to be removed at the Permit Holder's cost.

250. These matters can also be dealt with via permit conditions.

Removal of party wall easements

251. The removal of the party wall easements presents no issues and is therefore supported.

Objector Concerns

252. Most of the objector issues have been addressed in the report.

253. Matters not addressed in the report are summarised as follows:

(a) Impact during construction

Minimising disruption during construction is a matter relevant to all developments within the municipality, however it is not a determining factor is respect to whether a permit should be granted. If a permit were to be issued, a condition would require a construction management plan to be prepared and submitted to Council for approval. This would be assessed and enforced by Council's Construction Management Unit.

(b) Impact on Alphington War Memorial vista

The subject site is not within or directly adjoining a heritage overlay area. The nearest heritage precinct is located further to the south of Park Avenue. The precinct statement for this heritage precinct does not reference the War Memorial vista. Similarly, the War Memorial Vista is also not referenced in the Neighbourhood description for Alphington.

Conclusion

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

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

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to recommend that VCAT issue a Planning Permit PLN19/0911 for Development of the land for construction of a multi-storey building, use of land for dwellings, construction of two or more dwellings, removal of party wall easements and reduction in the statutory car parking requirements at 700-718 Heidelberg Road, Alphington, generally in accordance with the plans noted previously as the "decision plans" and 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 (TP000 to T300, dated 31/1/2020, TP301 to TP308, dated 24/2/2020, TP309 to TP402, dated 31/1/2020, TP403 to TP428 dated 24/2/2020 and TP501, dated 31/1/2020 prepared by DKO) but modified to show:

<u>Built form</u>

(a) Incorporate more non-glazing material to Park Avenue retail frontage.
(b) A continuous awning be provided along Heidelberg Road.
(c) Provide glazing to the façade recess immediately south of main pedestrian entrance to ensure outlook to the lobby area.
(d) Provide exact height to the top of the roof services.

(e) Clearly demonstrate that over 50% of dwellings meet the accessibility standard by providing dimensions on apartment layouts.
(f) Height of front fences on Park Avenue to be dimensioned.
(g) Retail tenancy relabelled as 'shop' on the ground floor plan;
(h) Any additional overlooking treatments to the southernmost apartments to demonstrate there is no direct views in adjacent secluded private open space or habitable room windows within 9m;
(i) Details of privacy screening measures to the private balconies on Level 1 to prevent overlooking from the communal courtyard;
(j) Any additional overlooking treatments to the south orientated apartments to demonstrate there is no direct internal views to the northernmost townhouse terrace and vice versa;
(k) Dimensions provided on apartment layouts to demonstrate 50 per cent of dwellings within the development achieve Standard D17 (Accessibility) of Clause 58 of the Yarra Planning Scheme.
(l) Demonstrate that existing corner building splays to Heidelberg Road are not encroached by built form;
(m) Provide balcony width dimensions for apartments 2B, 2J, 2K.
(n) Notations to confirm common corridor spaces receive natural ventilation.
(o) Operability of habitable room windows to be clearly notated.

Car park and services

(p) The depths of columns within the car park dimensioned.
(q) Dimension the widths of vehicle crossing and the distance the vehicle crossing is to nearest intersection.
(r) Clearance to walls from all car spaces to be dimensioned.
(s) The stacker model and type is to be identified to establish the vehicle clearance height.
(t) Section of the internal ramp showing the minimum head clearance measured perpendicular from the surface of the ram to the underside of the ground floor slab.
(u) Relocate the entry / access to the Substation and Main Switch away from the main pedestrian entry.
(v) At least 20 visitor spaces that are accessible and clearly visible from the public realm, majority of which to be provided within the property boundary. The additional bicycle spaces within the public realm must be in accordance with *Council's Street Furniture details 01: Bicycle Hoops*.
(w) A minimum of 80 resident/employee bicycle spaces within a secure and conveniently located compound internally and in accordance with the requirements of AS23890.3.

Reports and Plans

(x) Any amendments as required by the Amended Landscaping Plan pursuant to Condition 5
(y) Any amendments as required by the Amended Sustainable Management Plan pursuant to Condition 7, including recommended changes to meet NCC.
(z) Any amendments as required by the Amended Acoustic Report pursuant to condition 9.
(aa) Any amendments as required by the Wind Tunnel Study pursuant to Condition 15
(bb) Any amendments as required by the Amended Waste Management Plan pursuant to Condition 12.

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

Façade Strategy

3. In conjunction with the submission of development plans under Condition 1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:
   (a) elevations at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical mid-level and tower facade details;
   (b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
   (c) information about how the façade will be maintained, including any vegetation; and
   (d) a sample board and coloured drawings outlining colours, materials and finishes.

Ongoing architect involvement

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

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

Amended Landscaping Plan Required

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 Hansen Partnership and dated 3 February 2020, but modified to include (or show):
   (a) Reflect amended plans pursuant to Condition 1
   (b) WSUD initiatives contained within the endorsed SMP report to be notated
   (c) Show all existing street trees ensuring they are protected in accordance with AS1970-2009 Protection of Trees on Development Sites.
   (d) Replace the proposed *Acanthus mollis* Oyster Plant
   (e) Substitute *Lomandra longifolia* 'Tanika' (LOM tan) with *Lomandra* 'shara' fluviatilis, *Lomandra filiformis* Wattle mat-rush (local provenance) or *Lomandra longifolia* (local provenance)
   (f) Cross-sections details for planted areas and edges as well as dimensions of garden beds including depths.
   (g) Plant numbers and planting plan to show location of balcony planting
   (h) Details of planter size and depths of balcony planting
   (i) Street paving materials consistent with Council's Public Domain Manual including:
      (i) Sawn blue stone feature paving to entrances
      (ii) Bluestone setts to carpark entrance thresholds

6. Before the new building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed at the cost of the permit holder and to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:

   (a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;
   (b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and
   (c) replacing any dead, diseased, dying or damaged plants,

   to the satisfaction of the Responsible Authority.

Amended Sustainable Management Plan

7. Before the development commences, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by SBE and dated 3 February 2020, but modified to include or show:

    (a) Increasing the solar generation capacity to meet the potential in terms of orientation and roof area.
    (b) Increase the provision of bicycle parking with a target of 1:1 for bike parks to apartments
    (c) Provide end of trip facilities to support workers of retail tenancies.
    (d) Commit to the provision of a building Users Guide to optimise usability and performance of building.
    (e) Clarify provision of operable windows for GF commercial space.
    (f) Provide an updated assessment of effective ventilation against the BESS standard including an update to ventilation diagrams to include the whole of living areas in the single sided depth calculation. Kitchens should be included as part of living areas.
    (g) Provide daylight modelling and analysis to identify DF% across the development. (SMP, p.30 + 45)
    (h) Identify proportion of apartments with adequate external views.
    (i) Confirm use of low VOC, PVC and Formaldehyde building products.
    (j) Provide analysis to identify reduction in GHG emissions over reference building.
    (k) Confirm approach to water metering.
    (l) Provide details around material procurement in terms of recycled and reused materials.
    (m) Provide details around procurement of certified timber products.
    (n) Provide an assessment of local car share opportunities
    (o) Identify the location of EV infrastructure on basement plans.
    (p) Provide a construction Waste Management Plan that identifies strategies for reducing construction waste or firm commitment of recycling >80% of construction waste.
    (q) Provide an operational Waste Management Plan that identifies waste generation, storage capacity and management of development. Identify strategies for collecting organic waste as part of the plan.
    (r) Justify the provision of space, and identify a strategy for green waste within the operational Waste Management Plan (see above).

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

Amended Acoustic Report

9. Before the development commences, an amendment Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must be generally in accordance with the Acoustic Report prepared by WSP dated January 2020, but modified to include:
    (a) Reference to the decision plans and any changes pursuant to condition 1
    (b) Road traffic noise measurements to quantify the Leq,16h and Leq,8h noise impacts to the subject site. Ideally unattended noise logging should be undertaken to quantify noise impacts over a representative period. If attended measurements only are conducted, the report should provide detail as to how the measured levels have been used to determine the $L_{eq,16h}$ and $L_{eq,8h}$ levels.

(c) Confirmation that road traffic noise levels will not exceed 45 dBA $L_{eq,1hr}$ in living rooms between the hours of 7 am to 10 pm and 35 dBA $L_{eq,1hr}$ in bedrooms between the hours of 10 pm and 7 am. Detailed advice for façade upgrade treatments to address road traffic noise, including minimum required acoustic ratings for glazing and walls.
(d) The requirement for any food and beverage tenancies proposed to operate after 10 pm on any night to commission an acoustic report assessing noise impacts from the use.

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

11. Following completion of the development, and prior to its occupation, an Acoustic Report to the satisfaction of the responsible authority must be submitted to, and be approved by, the responsible authority. The Acoustic Report must be prepared by a suitably qualified acoustic engineer and must demonstrate:

(a) Compliance of the mechanical plant, car park entrance door, car stackers and loading bay with both State Environment Protection Policy (Noise from Commerce, Industry and Trade) No. N-1 and sleep disturbance targets at existing dwellings.
(b) Compliance with any recommendations or requirements of the report referenced within Condition 8.

When approved, the Acoustic Report will be endorsed and will then form part of this permit.

Waste Management Plan

12. Before the development commences, an amendment Waste Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified waste engineer and must be submitted to and approved by the Responsible Authority. When approved, the WMP will be endorsed and will form part of this permit. The WMP must be generally in accordance with the WMP prepared by WSP dated 9 December 2019, but modified to include:
(a) Demonstrate that private and Council services do not operate at the same site.
(b) Please include any relevant risk assessments.
(c) Details on path of access from the street to the bin collection point;
(d) Detail how the chute system will operate with regards to the changes in the waste service system recently announced by the State Government.(Multi Unit Apartments)(Glass separation).
(e) Excess space should be made available to accommodate future kerbside service for the townhouses.

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

14. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

Wind Tunnel Study

15. Before the development commences, a Wind Tunnel Study to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Wind Tunnel Study will be endorsed and will form part of this permit. The Wind Tunnel Study to be conducted to qualify the wind strategies suggested by Windtech dated 3 February 2020 as well as to test and quantify the wind conditions against recognised wind criteria prior to development. The wind tunnel study will need to examine:
(a) Existing Configuration wind conditions i.e. the wind conditions for the current building and surrounding buildings
(b) Proposed Configuration with existing surrounds

(c) Proposed Configuration with permitted and under construction surrounding buildings along the Heidelberg Road façade and any recommendations to achieve an acceptable wind comfort level for outdoor seating;
(d) Residential lobby entry to Parkview road
(e) Adjacent street corners (Parkview Road & Heidelberg Road and Park Avenue & Heidelberg Road).

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

Public realm and Infrastructure

17. Within three months of commencement of the development, the owner of the site must submit detailed engineering documentation to the satisfaction of the Responsible Authority and approved by the Responsible Authority and at the full cost of the owner showing the following:
(a) Redesign of Parkview Road to accommodate the proposed vehicle crossover and turning circle movements
(b) Reconstruction of the kerb and channel along Parkview Road, Heidelberg Road and Park Avenue
(c) Resheeting of the pavement along Parkview Road immediately outside the property's frontage

Timing of works

18. Before the building is occupied, all works required by condition 16 must be fully constructed and completed at the full cost of the owner to the satisfaction of the Responsible Authority.

Car parking

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

(a) constructed and available for use in accordance with the endorsed plans;
(b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;
(c) treated with an all-weather seal or some other durable surface; and
(d) line-marked or provided with some adequate means of showing the car parking spaces;

to the satisfaction of the Responsible Authority.

20. The loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the Responsible Authority.

21. Except with the prior written consent of the Responsible Authority, delivery and collection of goods to and from the land may only occur between 7am and 10pm on any day.

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

Road Infrastructure

23. Prior to the completion of the development, subject to the relevant authority's consent, the relocation of the power pole on Park Avenue adjacent to the proposed vehicle entrance necessary to facilitate the development must be undertaken:

(a) in accordance with any requirements or conditions imposed by the relevant authority;
(b) at the permit holder's cost; and

(c) to the satisfaction of the Responsible Authority.

24. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, 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.

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

    (a) in accordance with any requirements or conditions imposed by Council;
    (b) Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
    (c) at the permit holder's cost; and
    (d) to the satisfaction of the Responsible Authority.

26. Prior to the completion of the development, subject to the relevant authority's consent, the relocation of the public light poles necessary to facilitate the development must be undertaken:
    (a) in accordance with any requirements or conditions imposed by the relevant authority;
    (b) at the permit holder's cost; and
    (c) to the satisfaction of the Responsible Authority.

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

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

Lighting

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

    to the satisfaction of the Responsible Authority.

General

29. The amenity of the area must not be detrimentally affected by the use or development, including through:

    (a) the transport of materials, goods or commodities to or from land;
    (b) the appearance of any buildings, works or materials;
    (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or
    (d) the presence of vermin.

    to the satisfaction of the Responsible Authority.

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

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

32. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.

33. 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.

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; or
    (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management Plan

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

    (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
    (b) works necessary to protect road and other infrastructure;
    (c) remediation of any damage to road and other infrastructure;
    (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land,
    (e) facilities for vehicle washing, which must be located on the land;
    (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
    (g) site security;
    (h) management of any environmental hazards including, but not limited to,:
        (i) contaminated soil;
        (ii) materials and waste;
        (iii) dust;
        (iv) stormwater contamination from run-off and wash-waters;
        (v) sediment from the land on roads;
        (vi) washing of concrete trucks and other vehicles and machinery; and
        (vii) spillage from refuelling cranes and other vehicles and machinery;
    (i) the construction program;
    (j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
    (k) parking facilities for construction workers;
    (l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
    (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
    (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;

(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.
(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:
    (i) using lower noise work practice and equipment;
    (ii) the suitability of the land for the use of an electric crane;
    (iii) silencing all mechanical plant by the best practical means using current technology;
    (iv) fitting pneumatic tools with an effective silencer;
    (v) other relevant considerations; and
    (vi) any site-specific requirements.

During the construction:

(q) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
(r) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;
(s) vehicle borne material must not accumulate on the roads abutting the land;
(t) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
(u) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

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

Time Expiry

37. This permit will expire if:

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

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

Notes:

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit.

A building permit maybe required before development is commenced.

Provision must be made for drainage of the site to a legal point of discharge.

The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.

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

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

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

The permit holder must obtain approval from the relevant authorities to remove and/or build over the easement(s).

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.

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, boundary traps, valves or meters on Council property will be accepted.

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

Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.

Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.

The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

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

http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs

Department of Transport note
Separate consent will be required from Head, Department of Transport (Department of Transport) under the Road Management Act 2004 for all buildings and works undertaken outside the title boundary within a Road Zone Category 1 (i.e. Heidelberg Road). Please contact the Department prior to commencing any works

CONTACT OFFICER: **Julian Larkins**
TITLE: **Coordinator Statutory Planning**
TEL: **92055456**

Attachments

1. PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans
2. PLN19/0911 - 700-718 Heidelberg Rd, Alphington - Open Space comments
3. PLN19/0911 - 700-718 Heidelberg Rd, Alphington - Waste comments
4. PLN19/0911 - 700-718 Heidelberg Rd, Alphington - SLR Acoustic peer review comments
5. PLN19/0911 - 700-718 Heidelberg Road, Alphington - Internal Urban Design comments
6. PLN19/0911 - 700-718 Heidelberg Road, Alphington - DoT No objection
7. PLN19/0911 - 700-718 Heidelberg Rd, Alphington - External Urban Design (Global South) comments
8. PLN19 0911 - 700 - 718 Heidelberg Road Alphington - Engineering comments
9. PLN19/0911 - 700-718 Heidelberg Rd, Alphington - ESD Referral comments
10. PLN19-0911 - 700-718 Heidelberg Road Alphington - Strategic Transport comments
11. PLN19/0911- 700-718 Heidelberg Rd, Alphington - Peer Review MEL Consultants wind comments
12. PLN19/0911 - 700-718 Heidelberg, Alphington - Site context ATTACHMENT 1
13. PLN19/0911 - 700-718 Heidelberg Rd, Alphington - Biodiversity comments

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans

700 - 718 Heidelberg Road, Alphington
Town Planning Application

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP



Artist's Impression Only

Client Details	T + 61 3 9699 2555
Giancorp	E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	
Drawing Series	Cover Pages
Drawing Name	Title Page
Drawing Number	TP000
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans

DRAWING INDEX

Drawing No.	Layout Name	REV.
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TP101	Adjacent Buildings Height	-
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TP103	Context Photos	-
TP104	Design Responses	-
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TP106	Architectural Design Responses	-
TP107	Survey Plan	-
TP108	Site Plan	-
TP200	Basement Level Plan	A
TP201	Ground Level Plan	A
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TP203	Level 2 Plan	A
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TP401	Artist's Impression 2	-
TP402	Artist's Impression 3	-
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TP416	Clause 58 Assessment - P9-3 BED	-
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DEVELOPMENT SUMMARY

Level	Apartment Type	Quantity
Level 1		
	RESIDENTIAL - 1 BEDROOM	4
	RESIDENTIAL - 2 BEDROOM	5
	RESIDENTIAL - 3 BEDROOM	5
Level 2		
	RESIDENTIAL - 1 BEDROOM	4
	RESIDENTIAL - 2 BEDROOM	5
	RESIDENTIAL - 3 BEDROOM	5
Level 3		
	RESIDENTIAL - 1 BEDROOM	6
	RESIDENTIAL - 2 BEDROOM	4
	RESIDENTIAL - 3 BEDROOM	3
Level 4		
	RESIDENTIAL - 1 BEDROOM	2
	RESIDENTIAL - 2 BEDROOM	5
	RESIDENTIAL - 3 BEDROOM	4
Level 5		
	RESIDENTIAL - 2 BEDROOM	5
	RESIDENTIAL - 3 BEDROOM	4
Level 6		
	RESIDENTIAL - 2 BEDROOM	4
	RESIDENTIAL - 3 BEDROOM	5
Level 7		
	RESIDENTIAL - 2 BEDROOM	1
	RESIDENTIAL - 3 BEDROOM	4
		73
	Townhouse	5
	TOTAL	**80**

Site Area	2972.95 sqm	
No. of Apartments	73	
1 bed	16	(21.3%)
2 bed	30	(40%)
3 bed	29	(38.6%)
Accessible Units	38	(50.7%)
No. Townhouse	5	
Resident Carparks	99	
Commercial Carparks	5	
Total Carpark	104	
Bicycle Parking	27	
Garden Area Calculation	795.4 sqm (26.8%)	
Pearmeability Calculation	458.8 sqm	
Existing Site Coverage	2132 sqm (71.6%)	
Proposed Site Coverage	2157 sqm (72.4%)	

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-	10/12/19	SM	RM	ISSUED FOR TP
A	30/01/20	SM	RM	ISSUED FOR TP RFI

Client Details
Giancorp

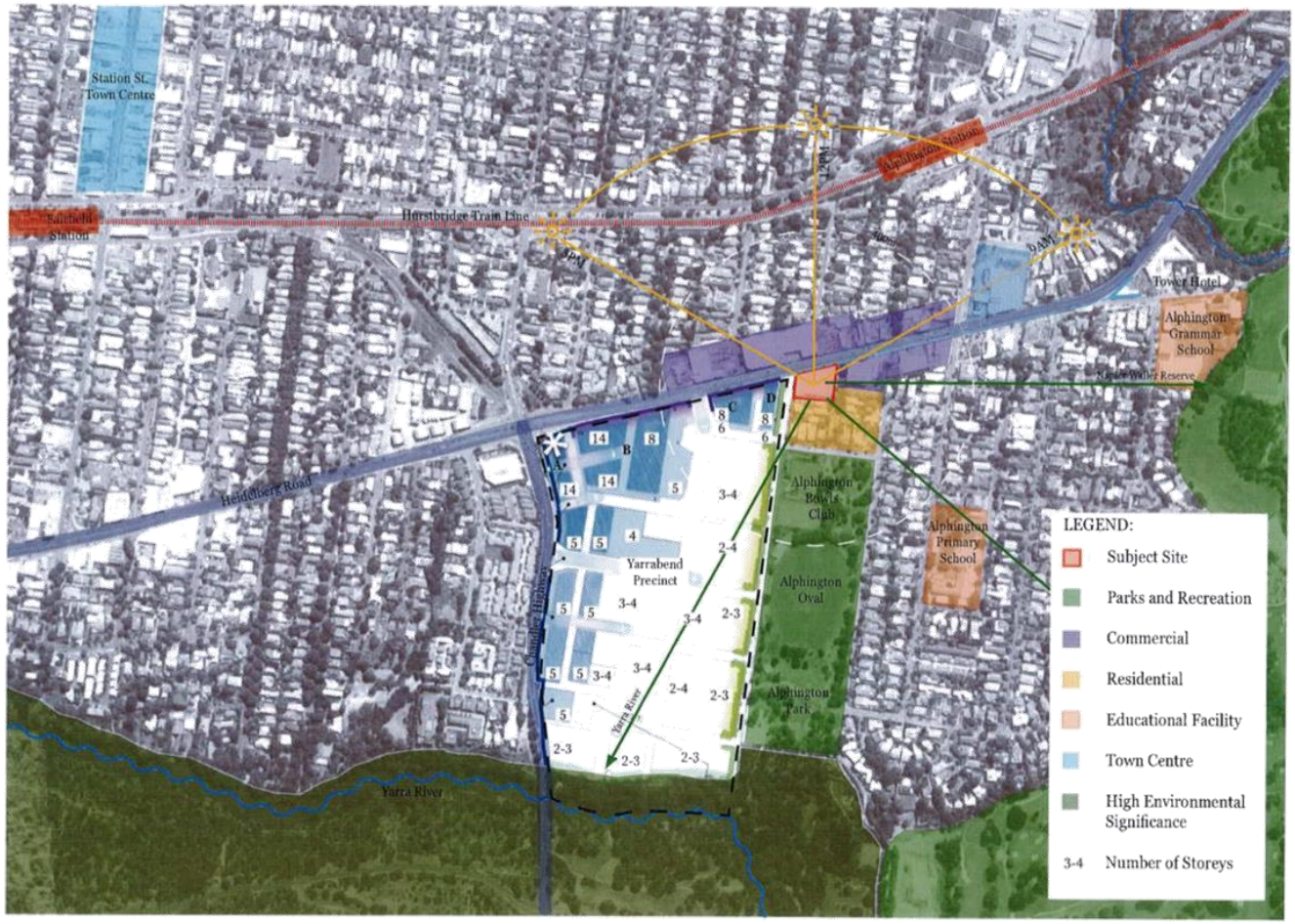
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

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Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	
Drawing Series	Cover Pages
Drawing Name	Development Summary
Drawing Number	TP001
Revision	A

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



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E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

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Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	NTS
Drawing Series	Site Series
Drawing Name	Greater Context
Drawing Number	TP100
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans

Building Heights of Proposed Development along Heidelberg Rd



A. Home by Caydon
17 storeys
Top RL +88.6 / 56.6m above ground



B. The Village Alphington
14 storeys
Top RL +82.4 / 50.2m above ground



C. Arcare Alphington (Age Care)
8 storeys
Top RL +58.2 / 26.2m above ground



D. Parkview Apartments
8 storeys
Top RL +63.90 / 31.75m above ground



E. 785 Heidelberg Rd
9 storeys
Top RL +64.9 / 30.3m above ground



Key Plan

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T + 61 3 9699 2555
E jason@giancorp.com.au

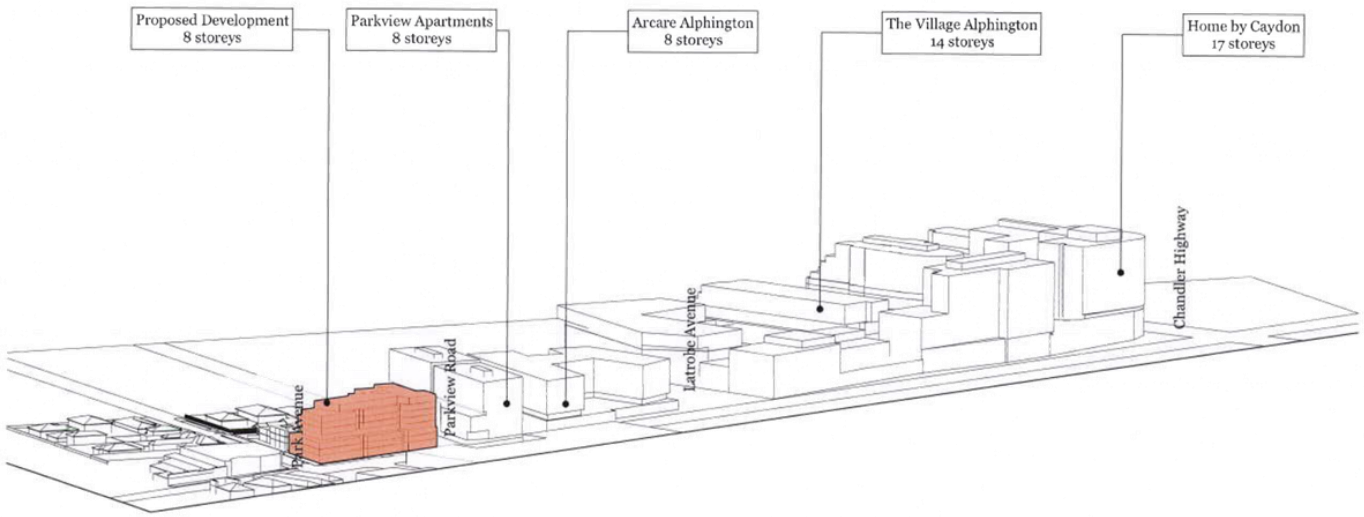
DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

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Date	1/31/2020
Scale	NTS
Drawing Series	Site Series
Drawing Name	Adjacent Buildings Height
Drawing Number	TP101
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans

Building Heights of Proposed Development along Heidelberg Rd



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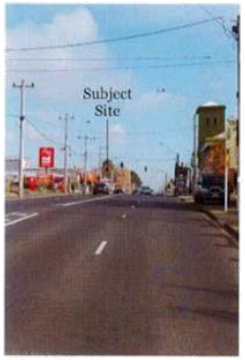
Client Details
Giancorp
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
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Checked By	RM
Date	1/31/2020
Scale	NTS
Drawing Series	Site Series
Drawing Name	Heidelberg St Future Vision
Drawing Number	TP102
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans

Context Photos



View 1- Heidelberg Rd high traffic interface



View 2- Looking towards subject site from Miller St / Heidelberg Rd junction



View 3- Looking towards subject site from accross the road



View 4- Looking towards subject site from Parkview Rd / Heidelberg Rd junction



View 5- Looking towards subject site from Parkview Rd



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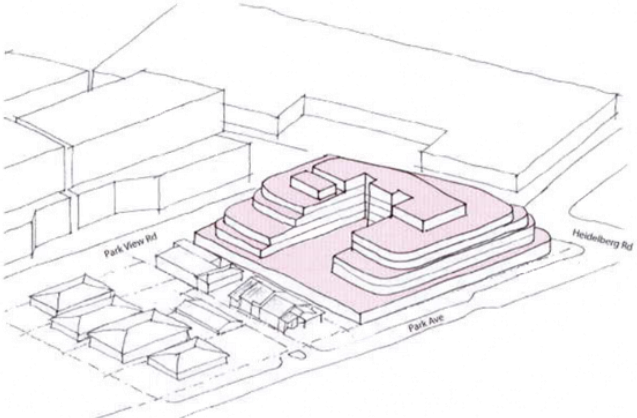
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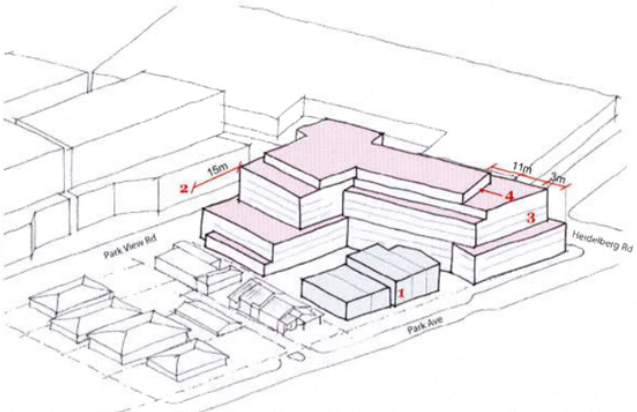
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Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	NTS
Drawing Series	Site Series
Drawing Name	Context Photos
Drawing Number	TP103
Revision	-

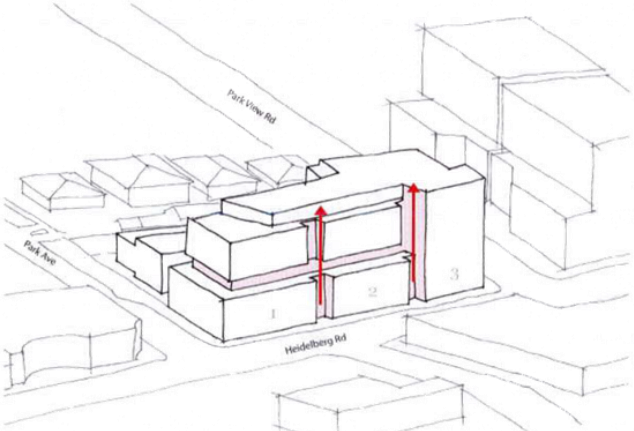
Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



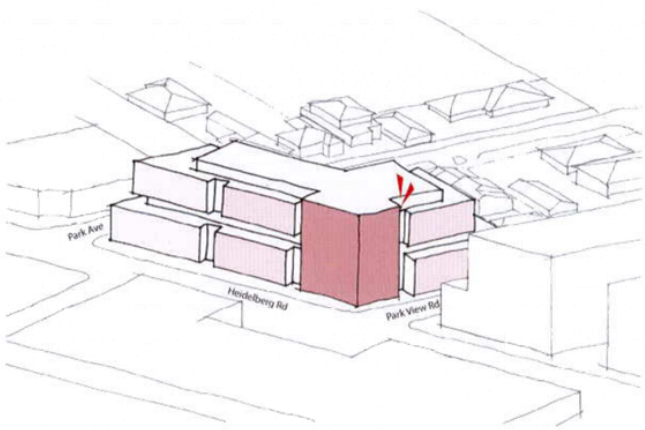
VCAT approved massing



1. 2-3 storeys townhouses mediate scale and grain down to neighbour houses.
2. Maximise setback to southern boundary.
3. Setback above 3 storeys podium.
4. Recess top floor.



Vertical breaks to facade to reduce street wall length along Heidelberg Rd
Finer grain to create varied pedestrian experience



Accentuate building corner at Heidelberg Rd / Park View Rd junction.

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP

Client Details	T + 61 3 9699 2555
Giancorp	E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	NTS
Drawing Series	Site Series
Drawing Name	Design Responses
Drawing Number	TP104
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans





Built form that steps back and downwards to accentuate height transition to the low rise residential area



Deep loggia and landscape buffer to podium levels

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Client Details	T + 61 3 9699 2555
Giancorp	E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
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Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	NTS
Drawing Series	Site Series
Drawing Name	Architectural Design Responses
Drawing Number	TP105
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans





Middle level setback to further breakdown overall height and accentuate 3 storeys street walls



Ground level commercial tenancies to activate street frontage and enhance pedestrian engagement

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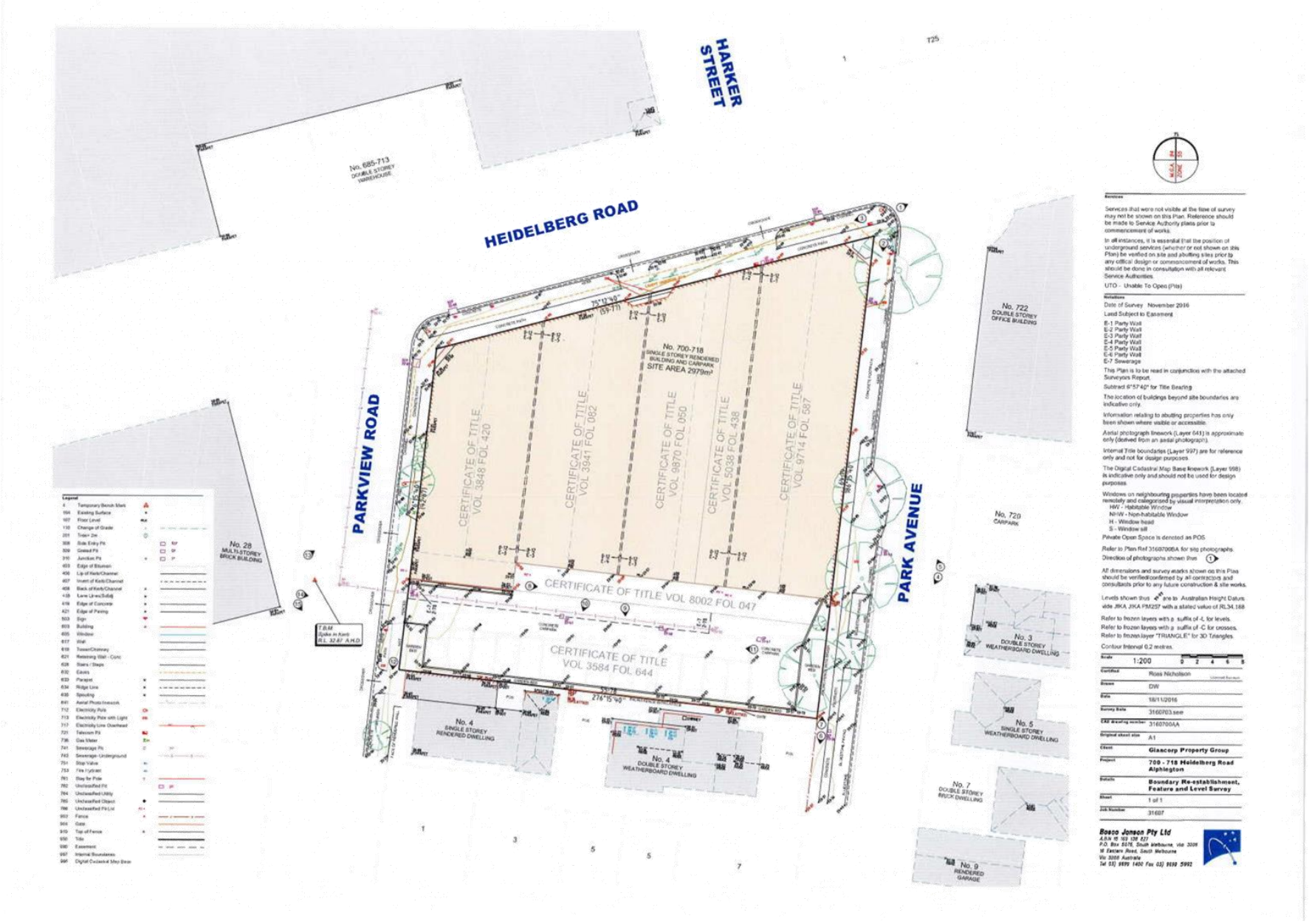
Client Details	T + 61 3 9699 2555
Giancorp	E jason@giancorp.com.au

DKO

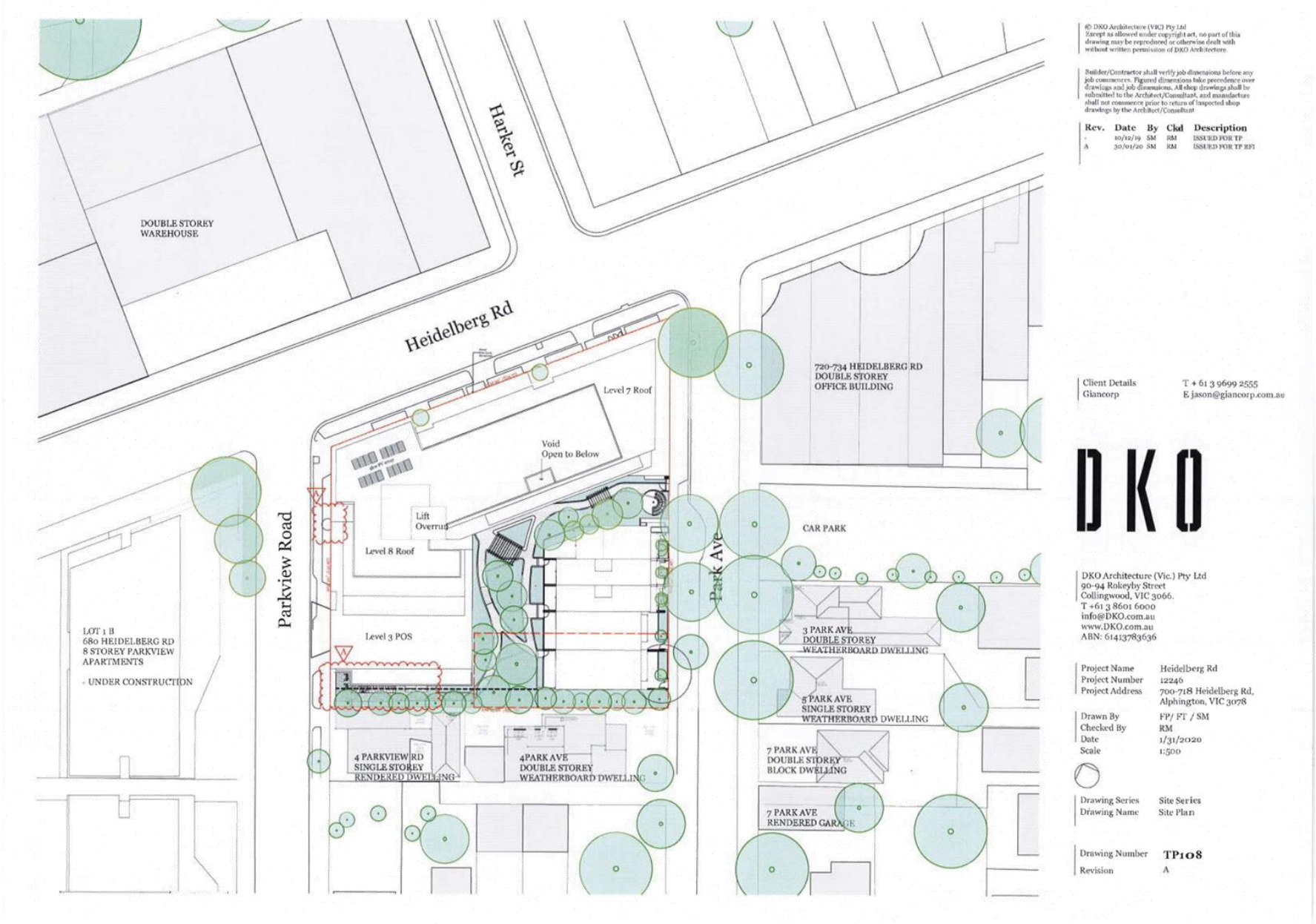
DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	NTS
Drawing Series	Site Series
Drawing Name	Architectural Design Responses
Drawing Number	TP106
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP
A	30/01/20	SM	RM	ISSUED FOR TP RFI

Client Details
Glancorp

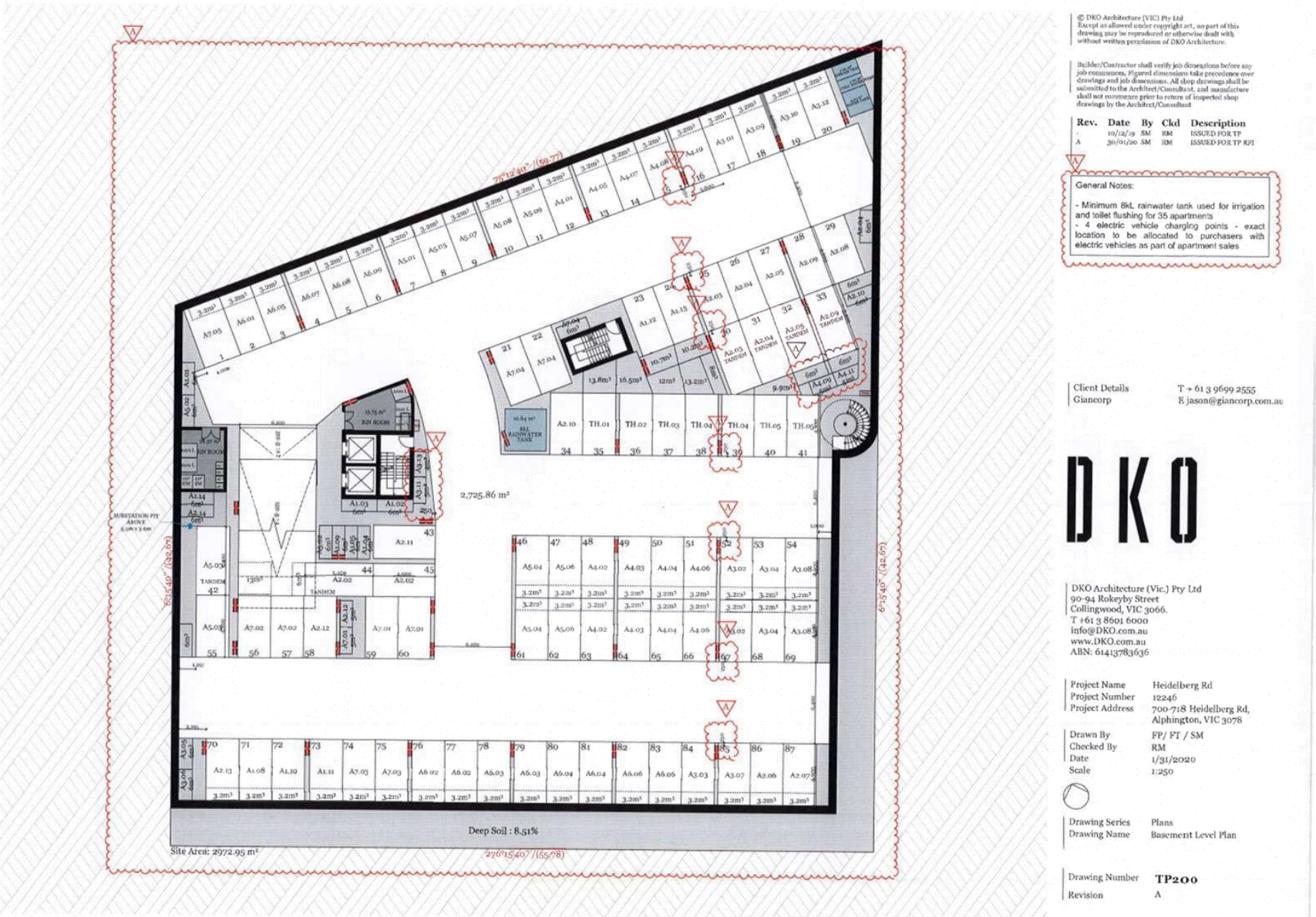
T + 61 3 9699 2555
E jason@glancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	1:500
Drawing Series	Site Series
Drawing Name	Site Plan
Drawing Number	TP108
Revision	A

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP
A	30/01/20	SM	RM	ISSUED FOR TP RFI

General Notes:

- Minimum 8kL rainwater tank used for irrigation and toilet flushing for 35 apartments
- 4 electric vehicle charging points - exact location to be allocated to purchasers with electric vehicles as part of apartment sales

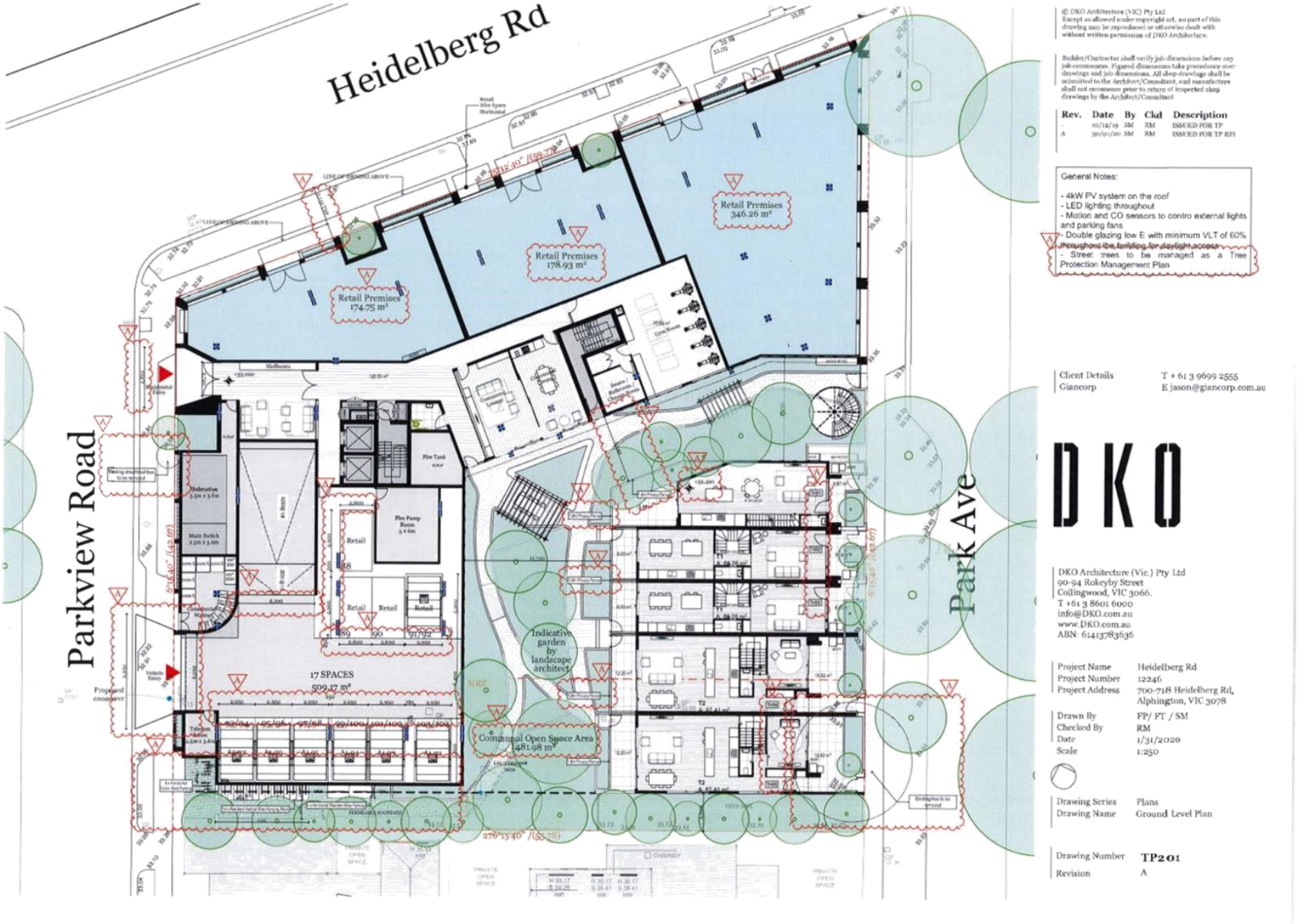
Client Details	T + 61 3 9699 2555
Giancorp	E jason@giancorp.com.au

DKO

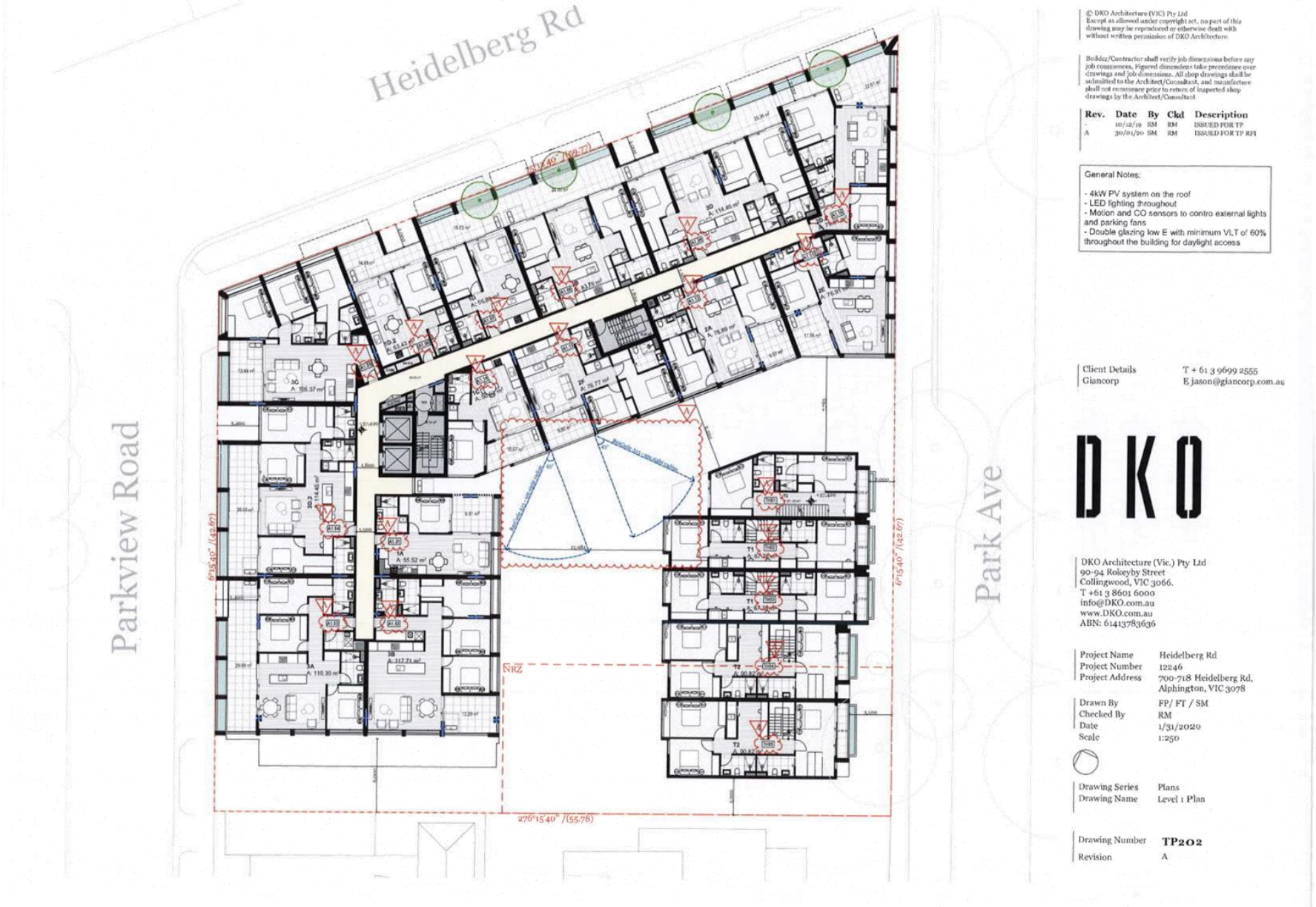
DKO Architecture (Vic.) Pty Ltd
90-94 Rokeby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	1:250
Drawing Series	Plans
Drawing Name	Basement Level Plan
Drawing Number	TP200
Revision	A

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP
A	30/01/20	SM	RM	ISSUED FOR TP RFI

General Notes:

- 4kW PV system on the roof
- LED lighting throughout
- Motion and CO sensors to contro external lights and parking fans
- Double glazing low E with minimum VLT of 60% throughout the building for daylight access

Client Details
Giancorp

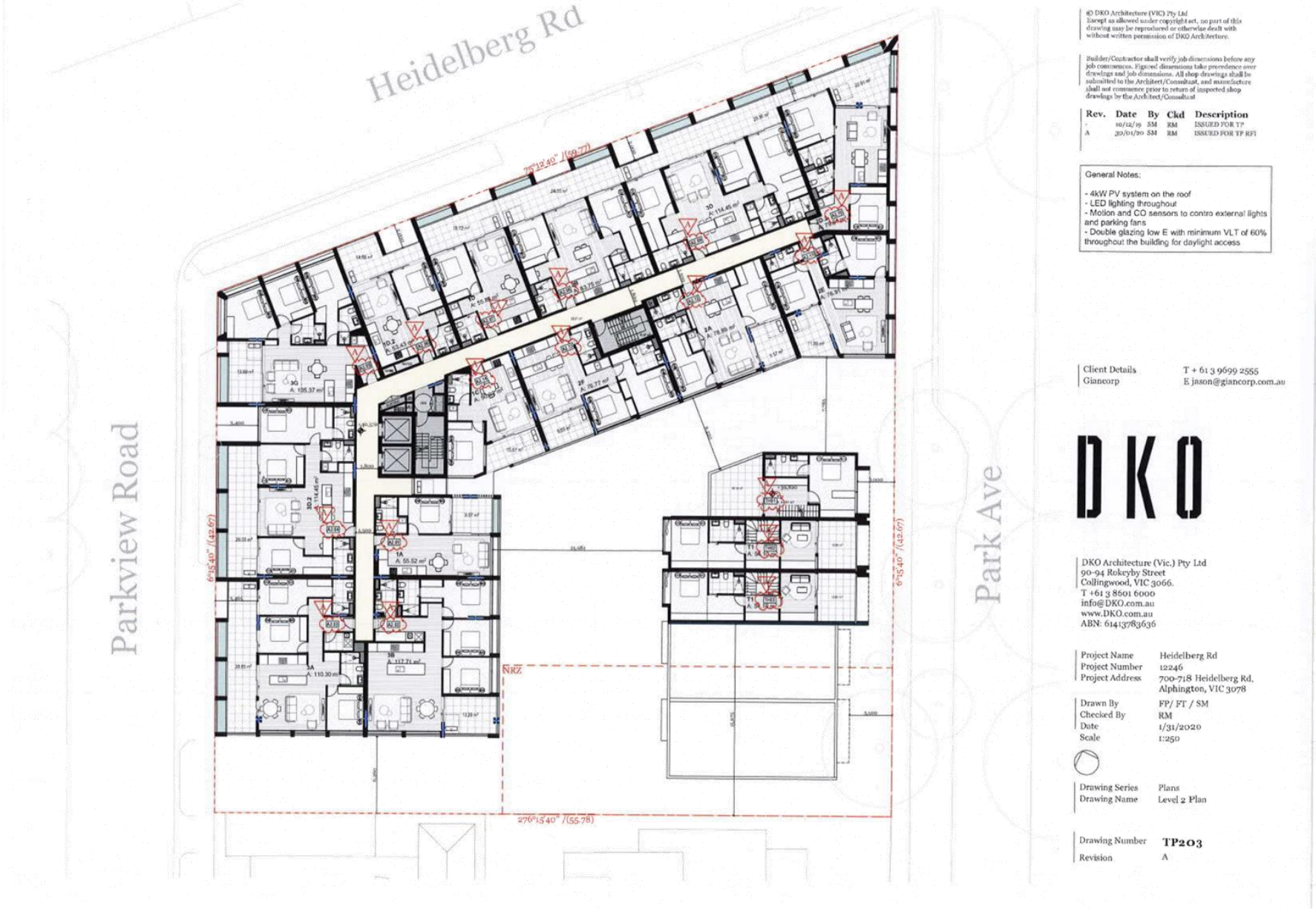
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	1:250
Drawing Series	Plans
Drawing Name	Level 1 Plan
Drawing Number	TP202
Revision	A

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A	30/01/20	SM	RM	ISSUED FOR TP RFI

General Notes:

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Client Details
Gianeorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	1:250
Drawing Series	Plans
Drawing Name	Level 2 Plan
Drawing Number	TP203
Revision	A

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A	30/01/20	SM	RM	ISSUED FOR TP RFI

General Notes:

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Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	1:250
Drawing Series	Plans
Drawing Name	Level 3 Plan
Drawing Number	TP204
Revision	A

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A	30/01/20	SM	RM	ISSUED FOR TP RFI

General Notes:

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Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	1:250
Drawing Series	Plans
Drawing Name	Level 4 Plan
Drawing Number	TP205
Revision	A

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-	10/12/19	SM	RM	ISSUED FOR TP
A	30/01/20	SM	RM	ISSUED FOR TP RFI

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Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	1:250
Drawing Series	Plans
Drawing Name	Level 5 Plan
Drawing Number	TP206
Revision	A

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A	30/01/20	SM	RM	ISSUED FOR TP RFI

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Client Details
Giancorp

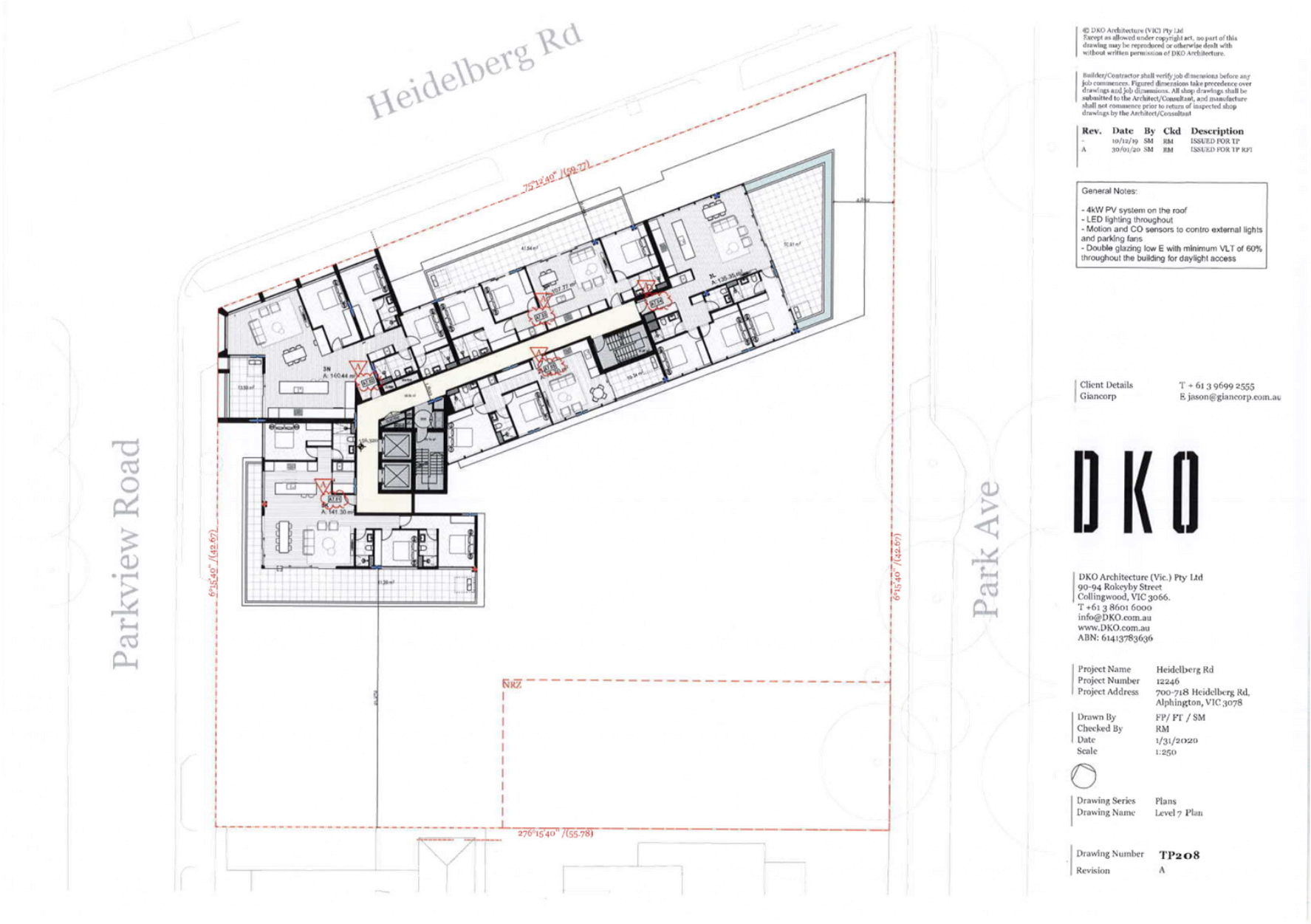
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	1:250
Drawing Series	Plans
Drawing Name	Level 6 Plan
Drawing Number	TP207
Revision	A

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A	30/01/20	SM	RM	ISSUED FOR TP RFI

General Notes:

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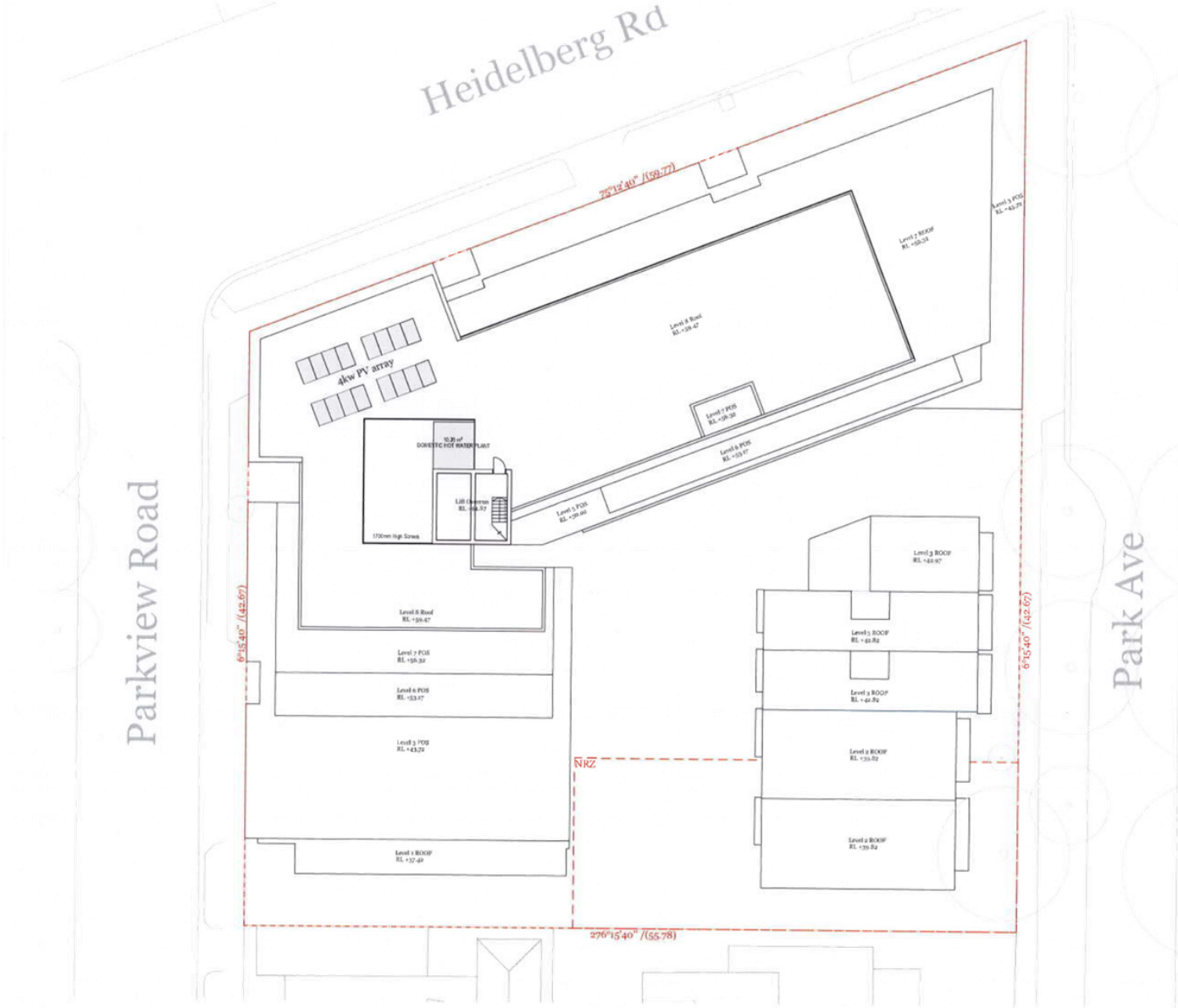
Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	1:250
Drawing Series	Plans
Drawing Name	Level 7 Plan
Drawing Number	TP208
Revision	A

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP

General Notes:

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Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	1:250
Drawing Series	Plans
Drawing Name	Roof Level Plan
Drawing Number	TP209
Revision	-

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-	10/12/19	SM	RM	ISSUED FOR TP
A	30/01/20	SM	RM	ISSUED FOR TP RFI

Client Details	T + 61 3 9699 2555
Giancorp	E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	1:500
Drawing Series	Elevations & Sections
Drawing Name	Street Elevations
Drawing Number	TP300
Revision	A

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP
A	30/01/20	SM	RM	ISSUED FOR TP RFI



North Elevation
1:250

Material Schedule



EF-01	EF-02	EF-03	EF-04	EF-05	EF-06	EF-07	EF-10	EF-09
Metal Finish	Rendered Dark Finish	Rendered Light Grey Finish	Rendered Light Finish	Brick - Light Brown	Ribbed Concrete Panel	Metal Fin Balustrade	Dark Metal Finish	Glass

Client Details
Giancorp
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

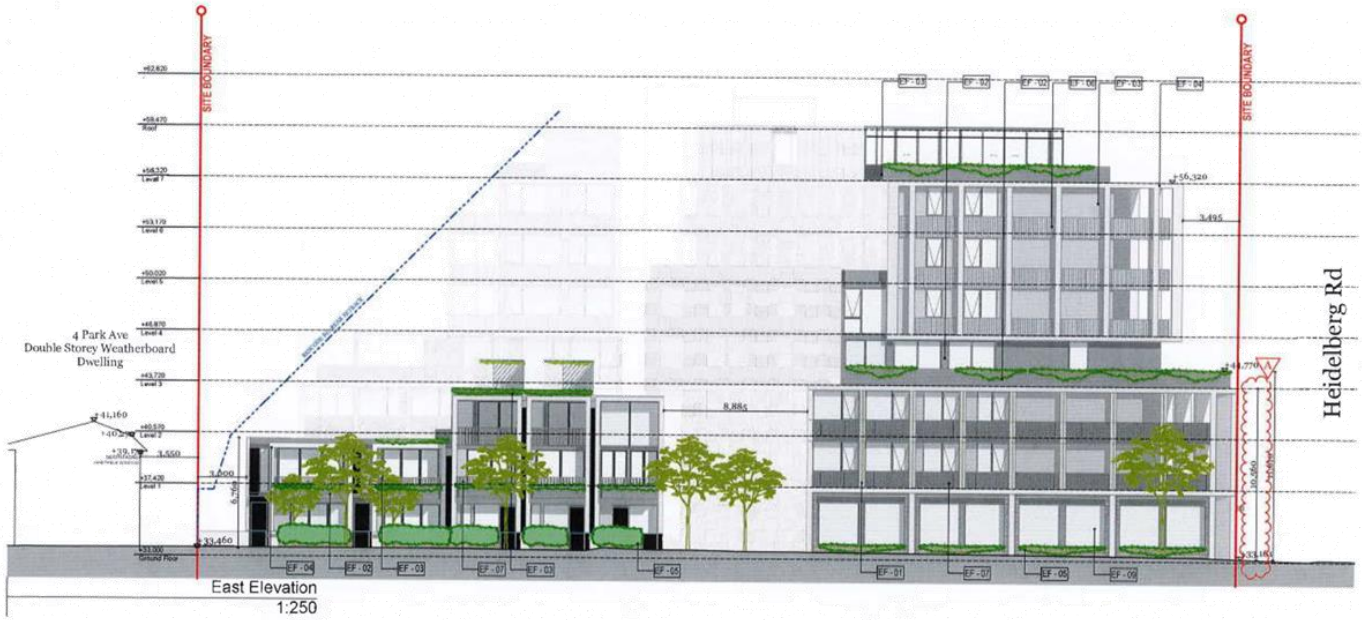
Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:250
Drawing Series	Elevations & Sections
Drawing Name	North Elevation
Drawing Number	TP301
Revision	A

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP
A	30/01/20	SM	RM	ISSUED FOR TP RFI



Material Schedule



EF-01 Metal Finish
EF-02 Rendered Dark Finish
EF-03 Rendered Light Grey Finish
EF-04 Rendered Light Finish
EF-05 Brick - Light Brown
EF-06 Ribbed Concrete Panel
EF-07 Metal Fin Balustrade
EF-10 Dark Metal Finish
EF-09 Glass

Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

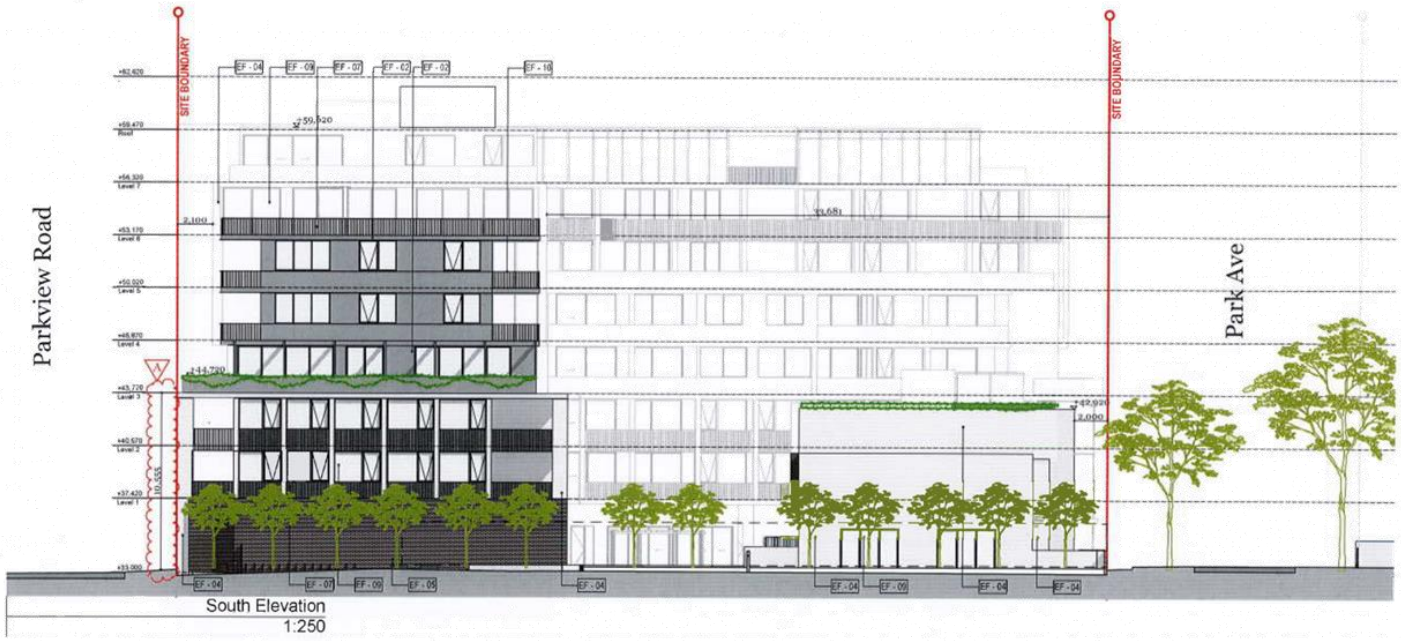
Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:250
Drawing Series	Elevations & Sections
Drawing Name	East Elevation
Drawing Number	TP302
Revision	A

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP
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South Elevation
1:250

Material Schedule



EF-01	EF-02	EF-03	EF-04	EF-05	EF-06	EF-07	EF-10	EF-09
Metal Finish	Rendered Dark Finish	Rendered Light Grey Finish	Rendered Light Finish	Brick - Light Brown	Ribbed Concrete Panel	Metal Fin Balustrade	Dark Metal Finish	Glass

Client Details	T + 61 3 9699 2555
Giancorp	E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:250
Drawing Series	Elevations & Sections
Drawing Name	South Elevation
Drawing Number	TP303
Revision	A

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP
A	30/01/20	SM	RM	ISSUED FOR TP RFI



West Elevation
1:250

Material Schedule



EF-01 Metal Finish
EF-02 Rendered Dark Finish
EF-03 Rendered Light Grey Finish
EF-04 Rendered Light Finish
EF-05 Brick - Light Brown
EF-06 Ribbed Concrete Panel
EF-07 Metal Fin Balustrade
EF-10 Dark Metal Finish
EF-09 Glass

Client Details
Giancorp

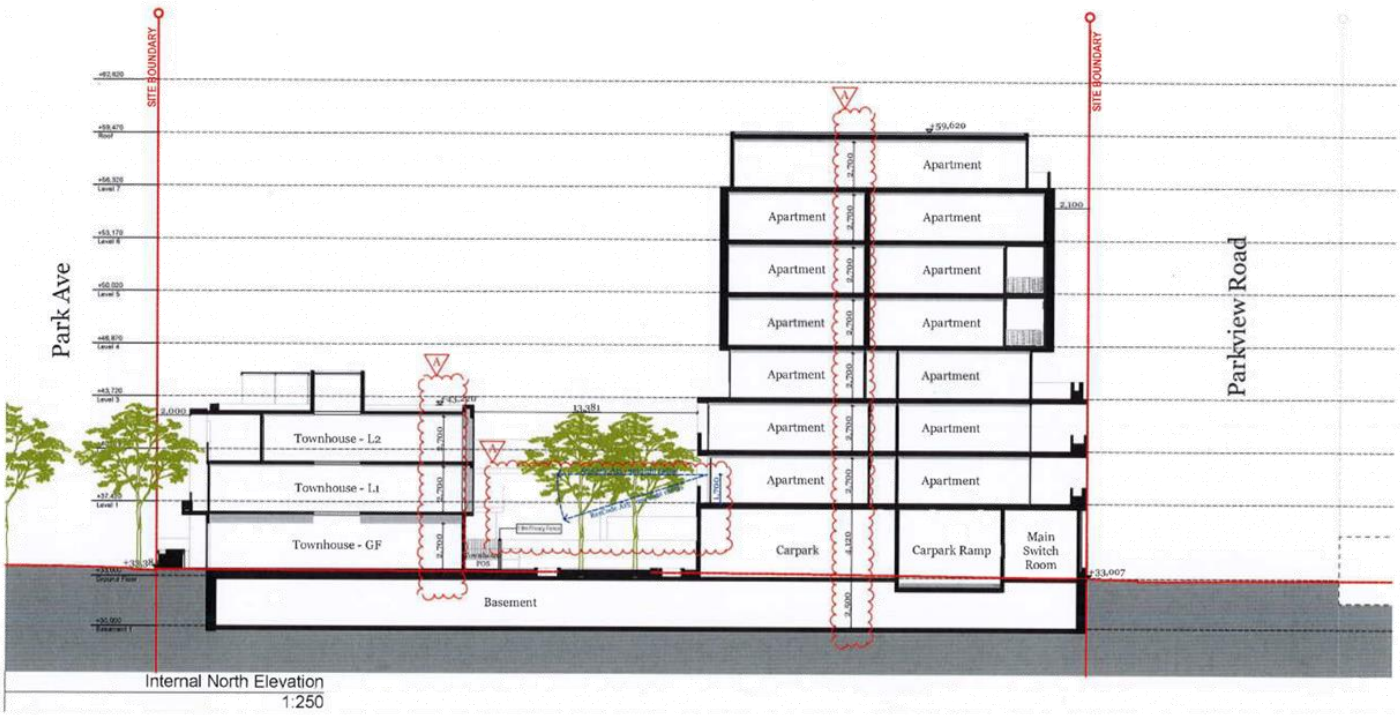
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 614137836

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:250
Drawing Series	Elevations & Sections
Drawing Name	West Elevation
Drawing Number	TP304
Revision	A

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP
A	30/01/20	SM	RM	ISSUED FOR TP RFI

Material Schedule



EF-01 Metal Finish	EF-02 Rendered Dark Finish	EF-03 Rendered Light Grey Finish	EF-04 Rendered Light Finish	EF-05 Brick - Light Brown	EF-06 Ribbed Concrete Panel	EF-07 Metal Fin Balustrade	EF-10 Dark Metal Finish	EF-09 Glass

Client Details
Giancorp
T + 61 3 9699 2555
E.jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

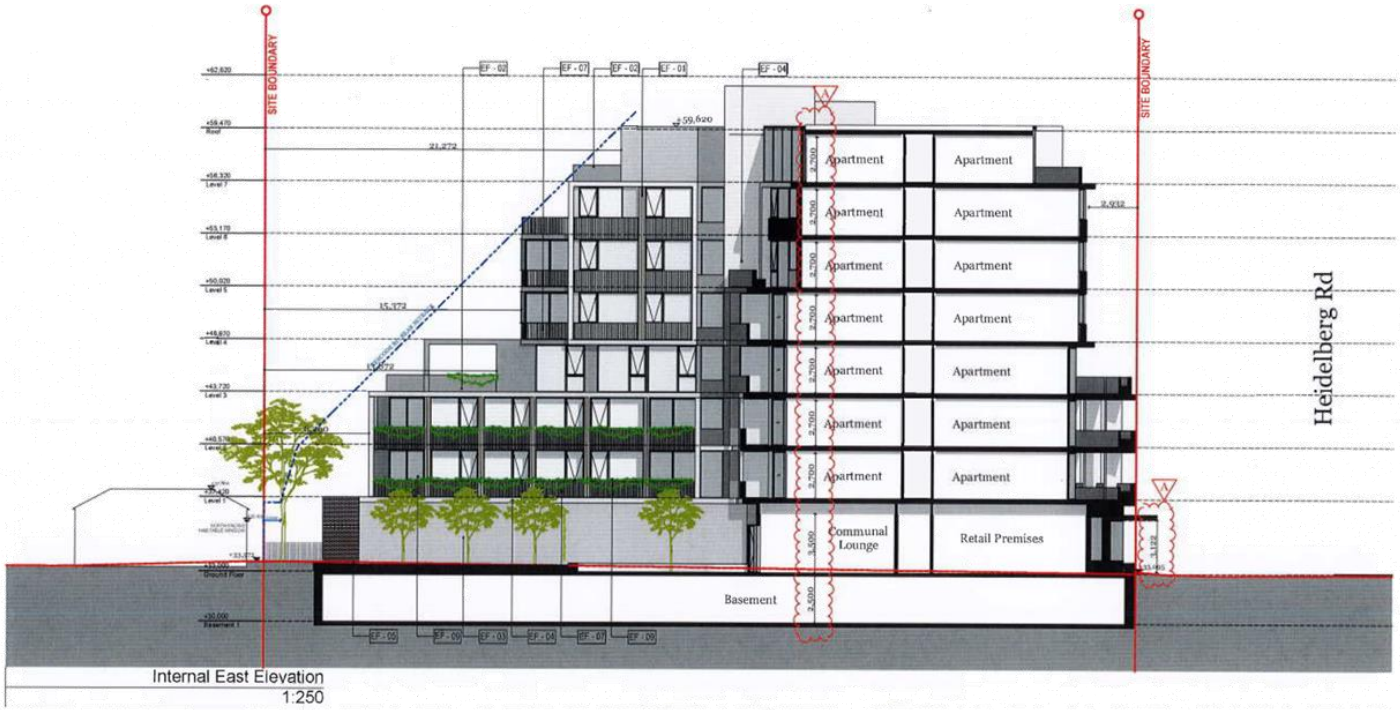
Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:250
Drawing Series	Elevations & Sections
Drawing Name	Internal North Elevation
Drawing Number	TP305
Revision	A

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP
A	30/01/20	SM	RM	ISSUED FOR TP RFI



Material Schedule



EF-01	EF-02	EF-03	EF-04	EF-05	EF-06	EF-07	EF-10	EF-09
Metal Finish	Rendered Dark Finish	Rendered Light Grey Finish	Rendered Light Finish	Brick - Light Brown	Ribbed Concrete Panel	Metal Fin Balustrade	Dark Metal Finish	Glass

Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:250
Drawing Series	Elevations & Sections
Drawing Name	Internal East Elevation
Drawing Number	TP306
Revision	A

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP
A	30/01/20	SM	RM	ISSUED FOR TP RFI



Material Schedule



EF-01 Metal Finish
EF-02 Rendered Dark Finish
EF-03 Rendered Light Grey Finish
EF-04 Rendered Light Finish
EF-05 Brick - Light Brown
EF-06 Ribbed Concrete Panel
EF-07 Metal Fin Balustrade
EF-10 Dark Metal Finish
EF-09 Glass

Client Details
Giancorp
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:250
Drawing Series	Elevations & Sections
Drawing Name	Internal South Elevation
Drawing Number	TP307
Revision	A

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



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-	10/12/19	SM	RM	ISSUED FOR TP
A	30/01/20	SM	RM	ISSUED FOR TP RFI

Material Schedule



EF-01 Metal Finish	EF-02 Rendered Dark Finish	EF-03 Rendered Light Grey Finish	EF-04 Rendered Light Finish	EF-05 Brick - Light Brown	EF-06 Ribbed Concrete Panel	EF-07 Metal Fin Balustrade	EF-10 Dark Metal Finish	EF-09 Glass

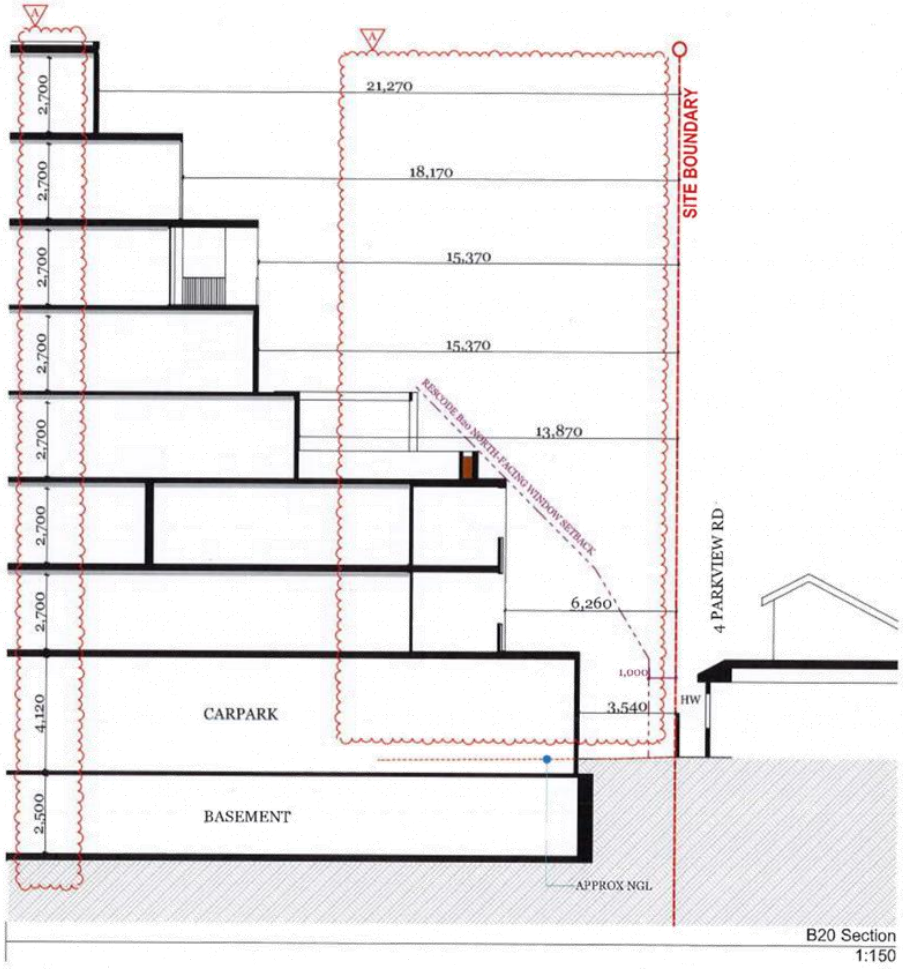
Client Details
Giancorp
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:250
Drawing Series	Elevations & Sections
Drawing Name	Internal West Elevation
Drawing Number	TP308
Revision	A

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Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	1:150
Drawing Series	Elevations & Sections
Drawing Name	B20 Section
Drawing Number	TP309
Revision	A

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP



Artist's Impression 1 - View from Heidelberg Rd / Park View Rd Junction

Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	NTS
Drawing Series	Supporting Drawings
Drawing Name	Artist's Impression 1
Drawing Number	TP400
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans

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-	10/12/19	SM	RM	ISSUED FOR TP



Artist's Impression 2 - View from Heidelberg Rd / Miller St Junction

Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	NTS

Drawing Series	Supporting Drawings
Drawing Name	Artist's Impression 2

Drawing Number	TP401
Revision	-

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Artist's Impression 3 - View from Park Ave

Client Details	T + 61 3 9699 2555
Giancorp	E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066,
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	NTS

Drawing Series	Supporting Drawings
Drawing Name	Artist's Impression 3

Drawing Number	TP402
Revision	-

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-	30/01/20	SM	RM	ISSUED FOR TP RFI



Artist's Impression 4 - View from Parkview Ave

Client Details
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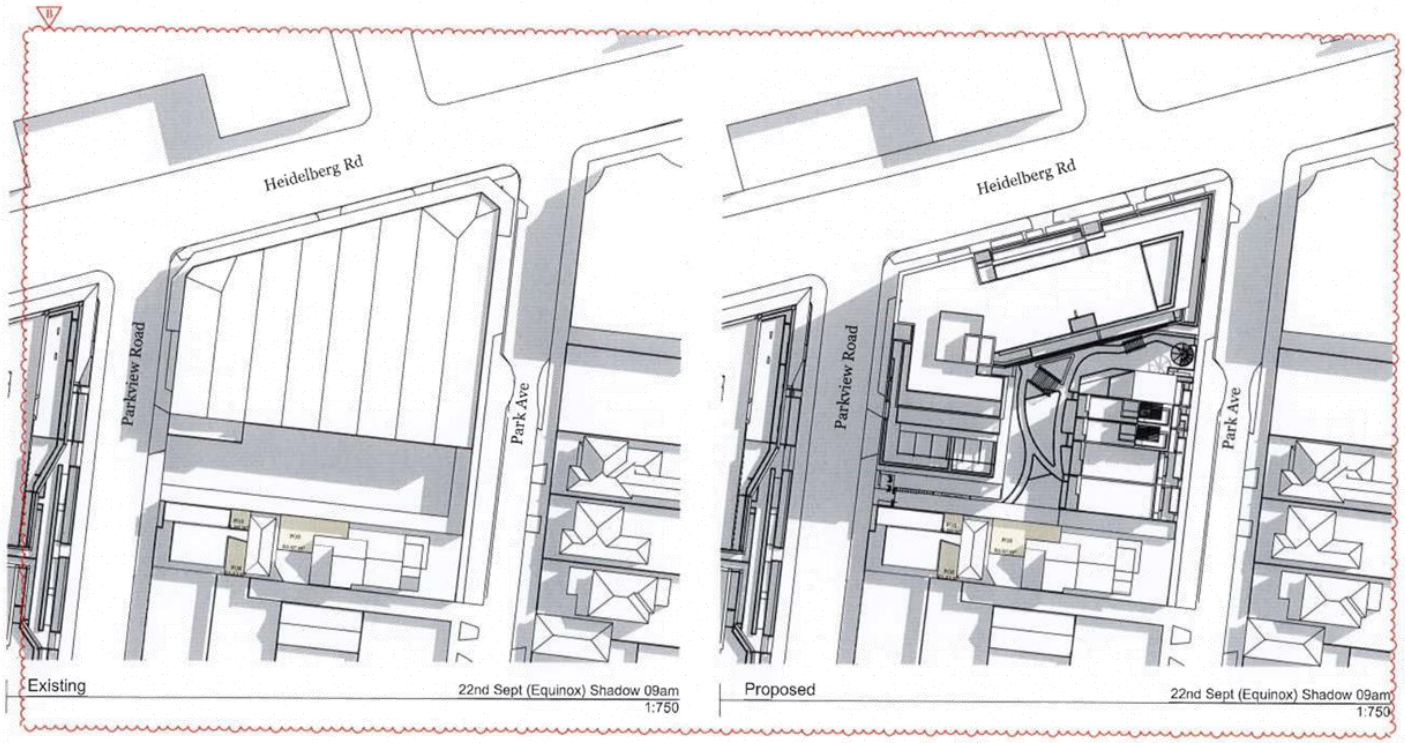
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	1:6.67
Drawing Series	Supporting Drawings
Drawing Name	Artist's Impression 4
Drawing Number	TP403
Revision	-

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-	10/12/19	SM	RM	ISSUED FOR TP
A	30/01/20	SM	RM	ISSUED FOR TP RFI
B	24/02/20	SM	RM	ISSUED FOR TP RFI

Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

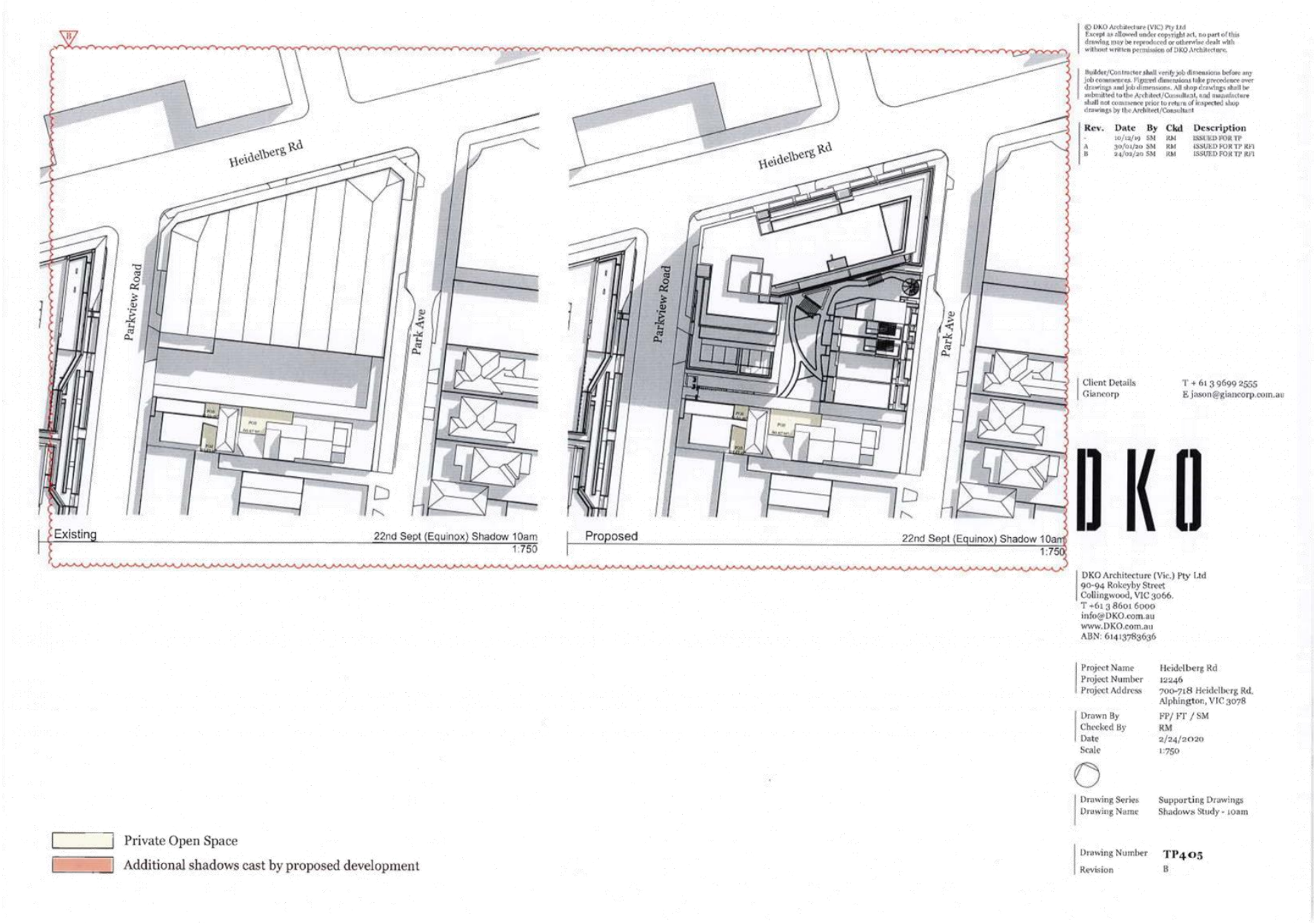
DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeby Street
Collingwood, VIC 3066,
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:750
Drawing Series	Supporting Drawings
Drawing Name	Shadows Study - 9am
Drawing Number	TP404
Revision	B

Private Open Space
Additional shadows cast by proposed development

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A	30/01/20	SM	RM	ISSUED FOR TP RFI
B	24/02/20	SM	RM	ISSUED FOR TP RFI

Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:750
Drawing Series	Supporting Drawings
Drawing Name	Shadows Study - 10am
Drawing Number	TP405
Revision	B

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-	10/12/19	SM	RM	ISSUED FOR TP
A	30/01/20	SM	RM	ISSUED FOR TP RFI
B	24/02/20	SM	RM	ISSUED FOR TP RFI

Private Open Space

Additional shadows cast by proposed development

Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:750
Drawing Series	Supporting Drawings
Drawing Name	Shadows Study - 11am
Drawing Number	TP406
Revision	B

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Private Open Space

Additional shadows cast by proposed development

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A	30/01/20	SM	RM	ISSUED FOR TP RFI
B	24/02/20	SM	RM	ISSUED FOR TP RFI

Client Details
Giancorp

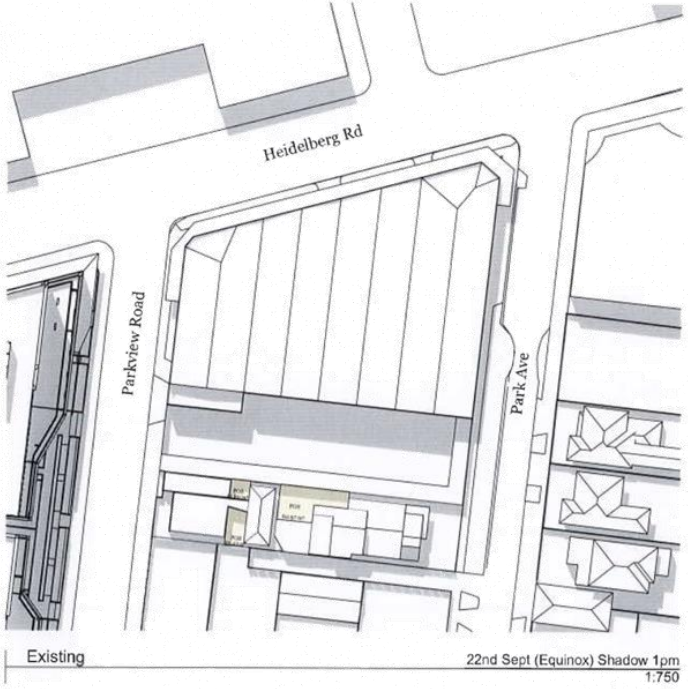
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

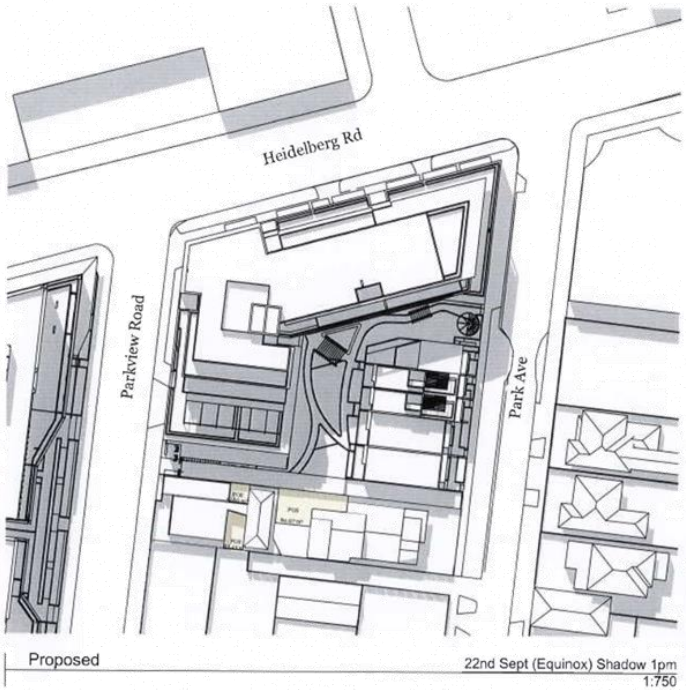
DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066,
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

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Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:750
Drawing Series	Supporting Drawings
Drawing Name	Shadows Study - 12pm
Drawing Number	TP407
Revision	B

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



Existing 22nd Sept (Equinox) Shadow 1pm
1:750



Proposed 22nd Sept (Equinox) Shadow 1pm
1:750

Private Open Space

Additional shadows cast by proposed development

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-	24/02/20	SM	RM	ISSUED FOR TP RFI

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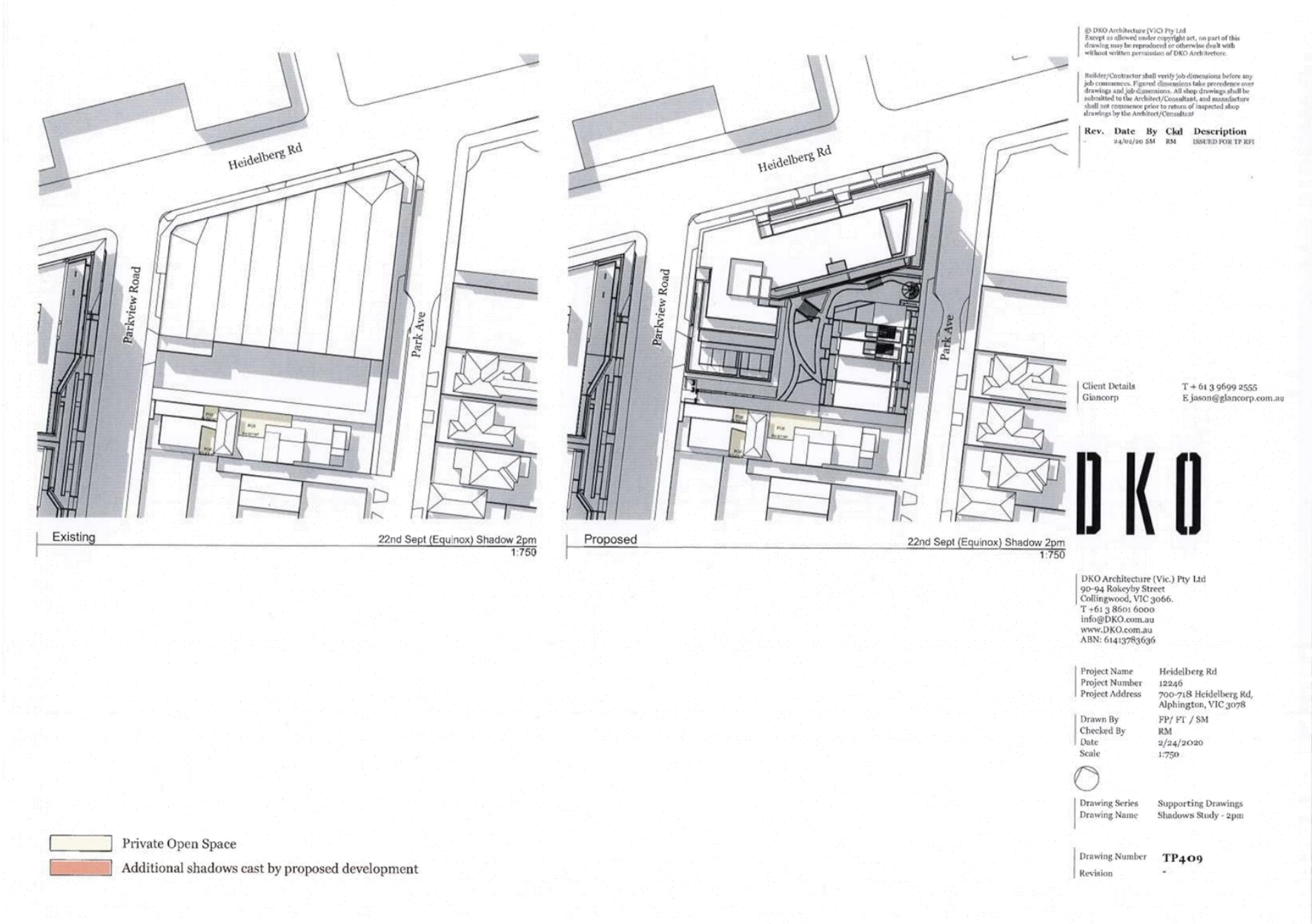
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:750
Drawing Series	Supporting Drawings
Drawing Name	Shadows Study - 1pm
Drawing Number	TP408
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



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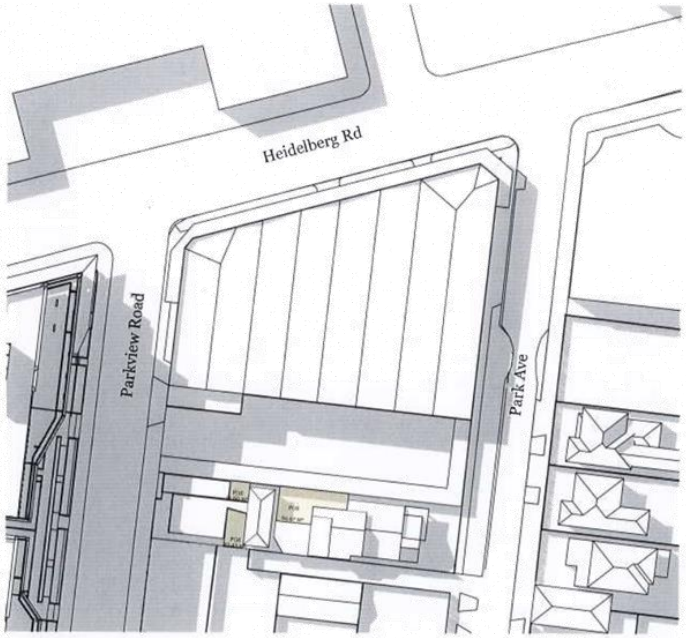
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T + 61 3 9699 2555
E jason@glancorp.com.au

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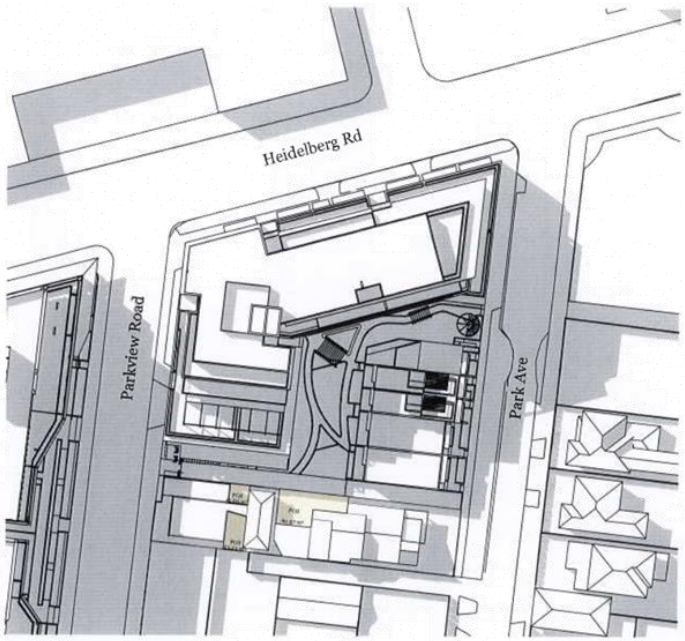
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90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
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Scale	1:750
Drawing Series	Supporting Drawings
Drawing Name	Shadows Study - 2pm
Drawing Number	TP409
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



Existing 22nd Sept (Equinox) Shadow 3pm
1:750



Proposed 22nd Sept (Equinox) Shadow 3pm
1:750

Private Open Space

Additional shadows cast by proposed development

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T + 61 3 9699 2555
E jason@giancorp.com.au

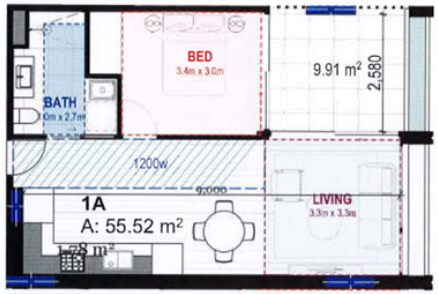
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90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

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Checked By	RM
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Scale	1:750
Drawing Series	Supporting Drawings
Drawing Name	Shadows Study - 3pm
Drawing Number	TP410
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans

Clause 58 Assessment
Standards D17, D19, D20, D24, D25 & D26



1A	1:100
D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



1B	1:100
D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



1C	1:100
D17 - Accessibility	- N/A
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓

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Glancorp

T + 61 3 9699 2555
E jason@glancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
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info@DKO.com.au
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Checked By	RM
Date	2/24/2020
Scale	1:100
Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P1 - 1BED
Drawing Number	TP411
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans

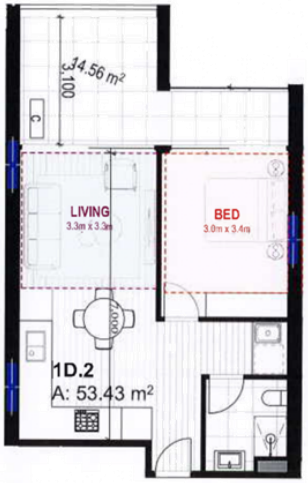
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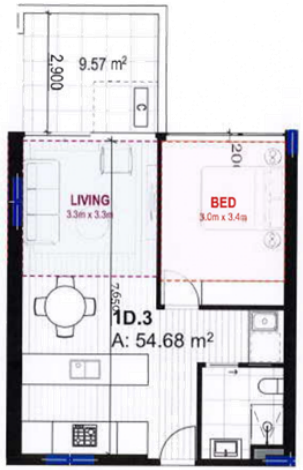
Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP



1D	1:100
D17 - Accessibility	- N/A
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



1D.2	1:100
D17 - Accessibility	- N/A
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



1D.3	1:100
D17 - Accessibility	- N/A
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓

Client Details	T + 61 3 9699 2555
Giancorp	E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
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info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

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Date	2/24/2020
Scale	1:100
Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P2
Drawing Number	TP4 12
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



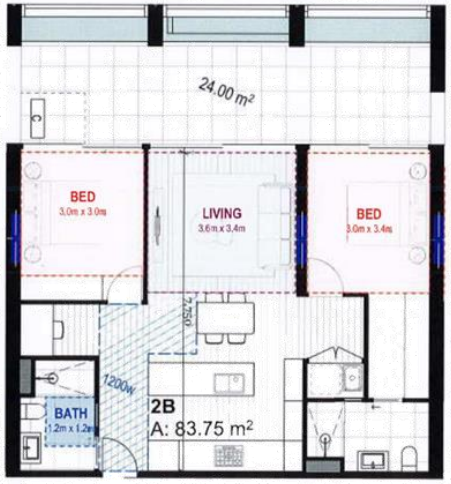
2A 1:100

D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



2A.2 1:100

D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



2B 1:100

D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓

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Client Details
Giancorp
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

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Date	2/24/2020
Scale	1:100
Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P3 -2 BED
Drawing Number	TP413
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



2D 1:100

D17 - Accessibility	- ✓
D19 - Private Open Space	- * Irregular balcony
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



2D.2 1:100

D17 - Accessibility	- N/A
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓

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E jason@giancorp.com.au

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DKO Architecture (Vic.) Pty Ltd
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info@DKO.com.au
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ABN: 61413783636

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Date	2/24/2020
Scale	1:100
Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P4
Drawing Number	TP414
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



2D.3 1:100

D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



2E 1:100

D17 - Accessibility	- N/A
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓

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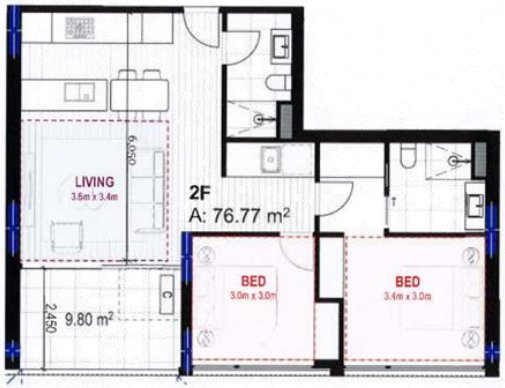
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E jason@giancorp.com.au

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DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

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Project Number	12246
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Date	2/24/2020
Scale	1:100
Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P5
Drawing Number	TP415
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



2F 1:100

D17 - Accessibility	- N/A
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



2H 1:100

D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- * Robe encroachment
D25 - Room Depth	- ✓
D26 - Windows	- ✓



2G 1:100

D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓

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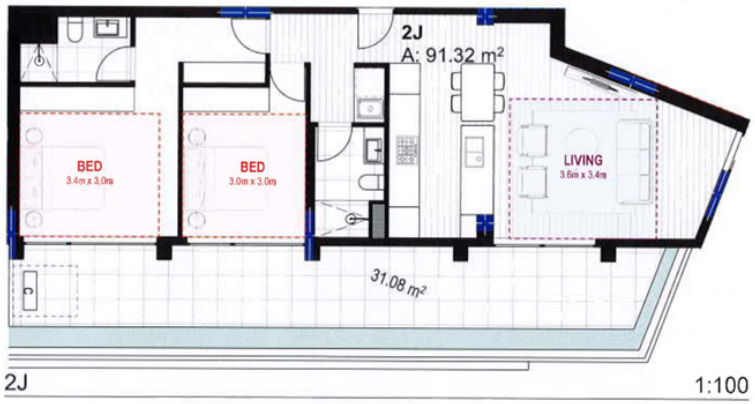
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E jason@giancorp.com.au

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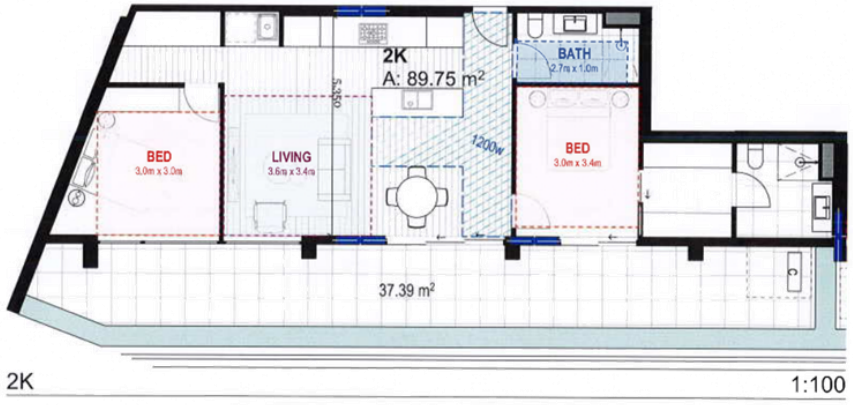
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90-94 Rokeby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

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Date	2/24/2020
Scale	1:100
Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P6
Drawing Number	TP416
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



D17 - Accessibility	- N/A
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓

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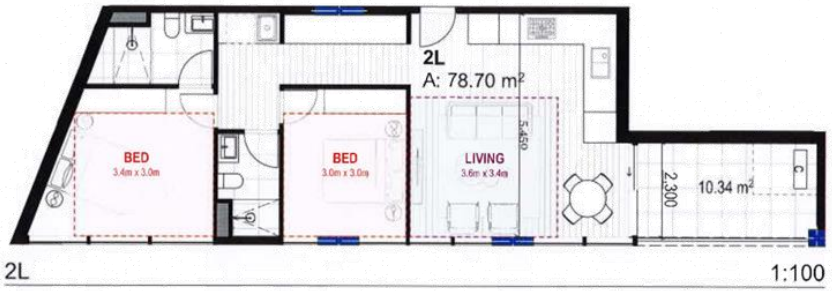
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Giancorp	E jason@giancorp.com.au

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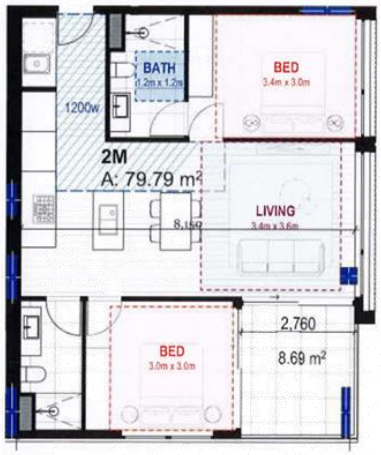
Project Name	Heidelberg Rd
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Checked By	RM
Date	2/24/2020
Scale	1:100
Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P7
Drawing Number	TP417
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



2L 1:100

D17 - Accessibility	- N/A
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



2M 1:100

D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



2N 1:100

D17 - Accessibility	- N/A
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓

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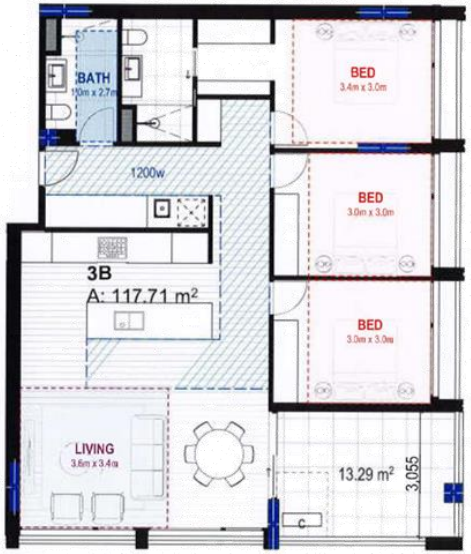
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Date	2/24/2020
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Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P8
Drawing Number	TP418
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



3A 1:100

D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



3B 1:100

D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓

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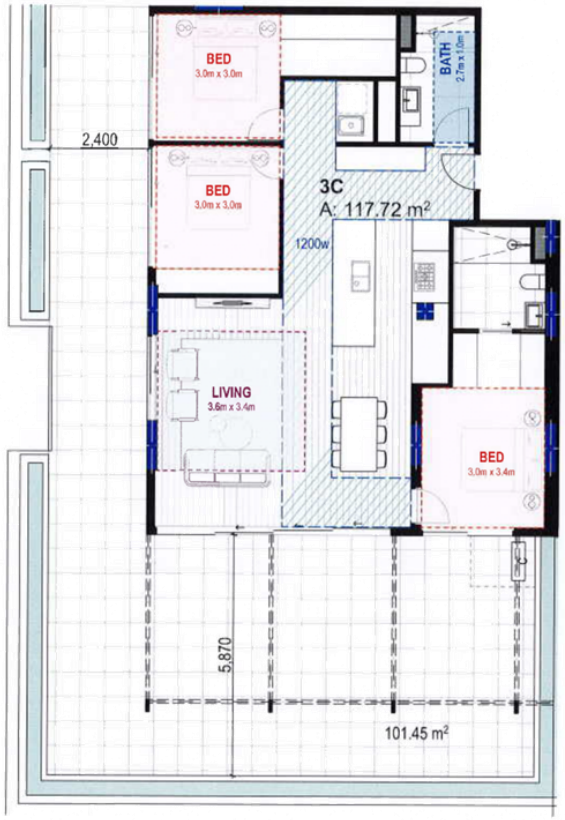
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Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P9-3 BED
Drawing Number	TP419
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



3C 1:100

D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓

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-	10/12/19	SM	RM	ISSUED FOR TP

Client Details
Giancorp

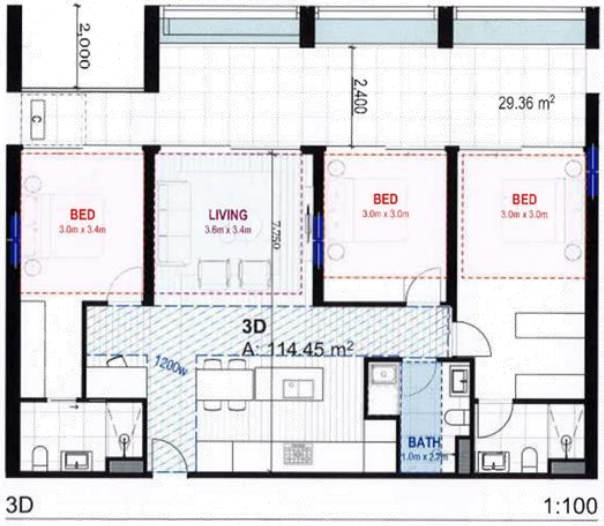
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:100
Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P10
Drawing Number	TP420
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



3D 1:100

D17 - Accessibility - ✓
D19 - Private Open Space - ✓
D20 - Storage - ✓
D24 - Room Layout - ✓
D25 - Room Depth - ✓
D26 - Windows - ✓



3D.2 1:100

D17 - Accessibility - ✓
D19 - Private Open Space - ✓
D20 - Storage - ✓
D24 - Room Layout - ✓
D25 - Room Depth - ✓
D26 - Windows - ✓

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP

Client Details
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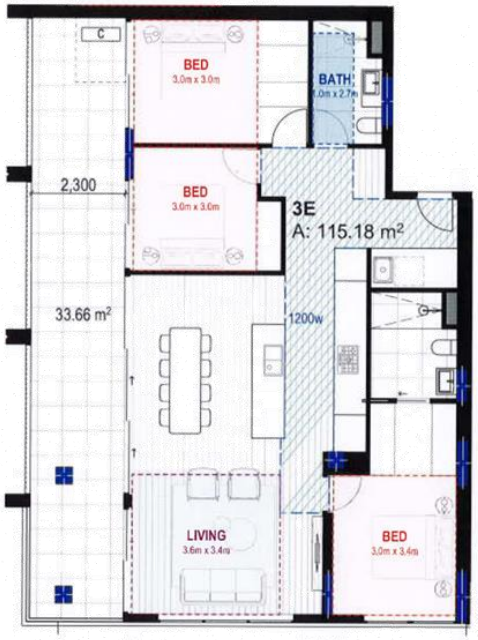
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:100
Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P11
Drawing Number	TP421
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



3E 1:100

D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



3F 1:100

D17 - Accessibility	- N/A
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓

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-	10/12/19	SM	RM	ISSUED FOR TP

Client Details
Glancorp
T + 61 3 9699 2555
E jason@glancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

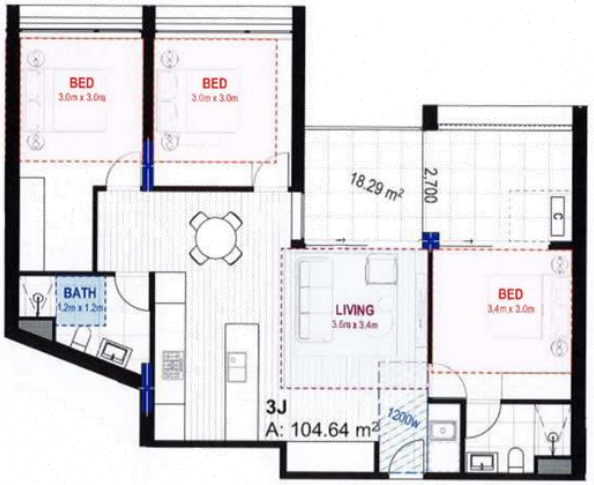
Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:100
Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P12
Drawing Number	TP422
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



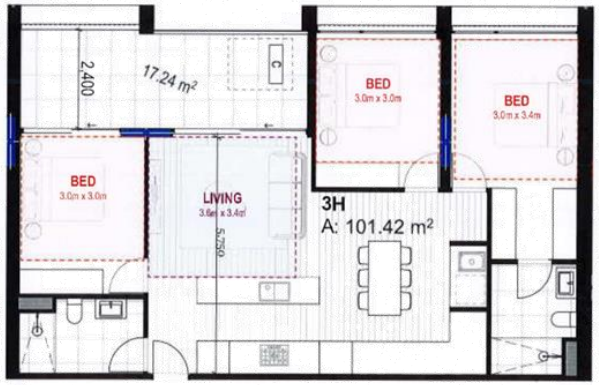
3G 1:100

D17 - Accessibility	- N/A
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



3J 1:100

D17 - Accessibility	- N/A
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



3H 1:100

D17 - Accessibility	- N/A
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP

Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:100
Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P13
Drawing Number	TP423
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP



D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓

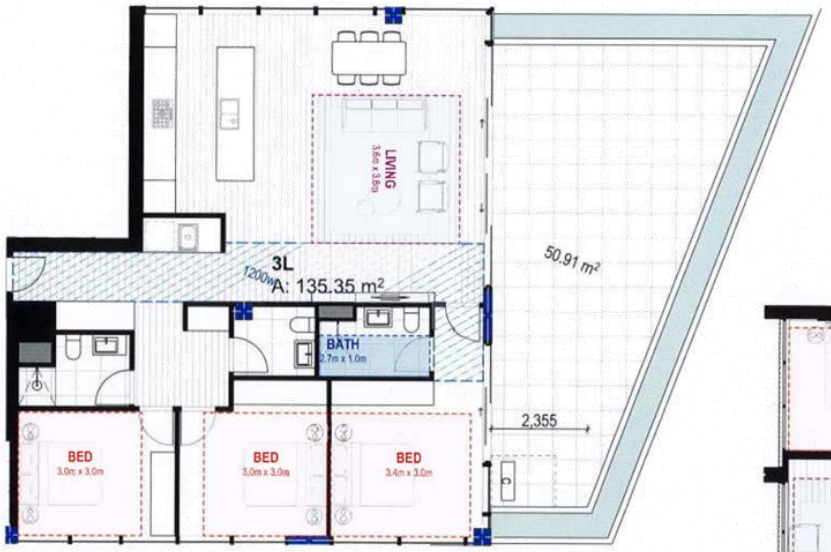
Client Details	T + 61 3 9699 2555
Giancorp	E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
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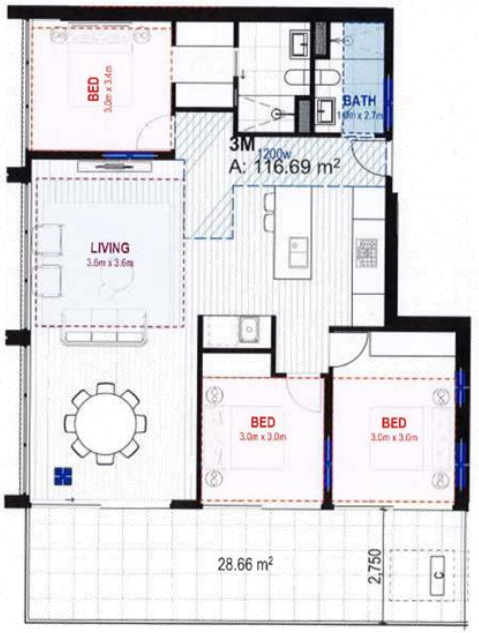
Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:100
Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P14
Drawing Number	TP424
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



3L 1:100

D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓



3M 1:100

D17 - Accessibility	- ✓
D19 - Private Open Space	- ✓
D20 - Storage	- ✓
D24 - Room Layout	- ✓
D25 - Room Depth	- ✓
D26 - Windows	- ✓

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	SM	ISSUED FOR TP

Client Details
Giancorp
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

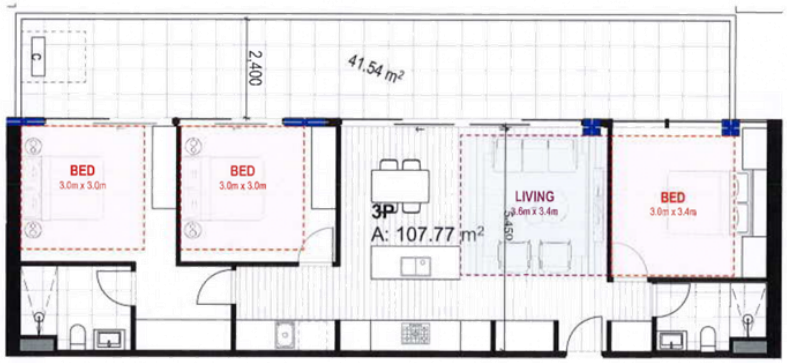
Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:100
Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P15
Drawing Number	TP425
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans



3N 1:100

D17 - Accessibility - ✓
D19 - Private Open Space - ✓
D20 - Storage - ✓
D24 - Room Layout - ✓
D25 - Room Depth - ✓
D26 - Windows - ✓



3P 1:100

D17 - Accessibility - N/A
D19 - Private Open Space - ✓
D20 - Storage - ✓
D24 - Room Layout - ✓
D25 - Room Depth - ✓
D26 - Windows - ✓

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Rev.	Date	By	Ckd	Description
-	10/12/19	SM	RM	ISSUED FOR TP

Client Details
Giancorp
T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:100
Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment - P16
Drawing Number	TP426
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans

1/31/2020

700-718 Heidelberg Rd Alphington - Development Summary

LEVELS	DWELLINGS		Gross Floor Area	Balcony Area	Storage			Car Parking Space	Car Parking Allocation
	Unit. No.	Type			Internal	External	Total		
BUILDING A									
LEVEL G									
	TH.01	T3	171.07	63.89	31.2	13.8	45.0	1	35
	TH.02	T1	201.01	64.92	44.0	16.5	60.5	1	36
	TH.03	T1	199.1	64.92	44.0	12.0	56.0	1	37
	TH.04	T2	178.17	48.15	29.0	13.2	42.2	2	38,39
	TH.05	T2	180.06	48.71	29.0	9.9	38.9	2	40,41
LEVEL 1									
	A1.01	1A	55.52	9.91	7.0	6.0	13.0	0	-
	A1.02	3B	117.71	13.29	24.0	6.0	30.0	2	103,104
	A1.03	3A	110.3	29.69	20.0	6.0	26.0	2	101,102
	A1.04	3D.2	114.45	26.08	19.0	6.0	25.0	2	99,100
	A1.05	3G	105.37	13.69	17.0	6.0	23.0	2	97,98
	A1.06	1D.2	53.43	14.56	8.0	6.0	14.0	0	-
	A1.07	1D	55.89	15.72	7.0	6.0	13.0	0	-
	A1.08	2B	83.75	24	14.0	3.2	17.2	1	71
	A1.09	3D	114.45	29.36	18.0	6.0	24.0	2	95,96
	A1.10	2D.2	79.61	22.01	11.0	3.2	14.2	1	72
	A1.11	2E	76.91	11.56	11.0	3.2	14.2	1	73
	A1.12	2A	78.89	9.57	15.0	10.7	25.7	1	23
	A1.13	2F	76.77	9.8	13.0	10.2	23.2	1	24
	A1.14	1C	50.92	10.57	6.0	6.0	12.0	0	-
LEVEL 2									
	A2.01	1A	55.52	9.57	7.0	6.0	13.0	0	-
	A2.02	3B	117.71	13.29	24.0	6.0	30.0	2	44,45
	A2.03	3A	110.3	28.85	20.0	8.0	28.0	2	25,30
	A2.04	3D.2	114.45	26.05	19.0	6.0	25.0	2	26,31
	A2.05	3G	105.37	13.69	17.0	6.0	23.0	2	27,32
	A2.06	1D.2	53.43	14.56	8.0	3.2	11.2	1	86
	A2.07	1D	55.89	15.72	7.0	3.2	10.2	1	87
	A2.08	2B	83.75	24	14.0	6.0	20.0	1	29
	A2.09	3D	114.45	29.36	18.0	6.0	24.0	2	28,33
	A2.10	2D.2	79.61	22.01	11.0	6.0	17.0	1	34
	A2.11	2E	76.91	11.56	11.0	6.0	17.0	1	43
	A2.12	2A	78.89	9.57	15.0	5.0	20.0	1	58
	A2.13	2F	76.77	9.6	13.0	3.2	16.2	1	70
	A2.14	1C	50.92	10.57	6.0	6.0	12.0	0	-
LEVEL 3									
	A3.01	2G	100.39	41.89	18.0	3.2	21.2	1	17
	A3.02	3C	117.72	101.45	21.0	6.4	27.4	2	52,67
	A3.03	1D.3	54.68	9.57	7.0	3.2	10.2	1	84
	A3.04	3G	105.37	13.69	17.0	6.4	23.4	2	53,68
	A3.05	1D.2	53.43	14.56	8.0	6.0	14.0	0	-
	A3.06	1D	55.89	15.6	7.0	6.0	13.0	0	-
	A3.07	1D	55.89	15.86	7.0	3.2	10.2	1	85
	A3.08	3D	114.45	28.54	18.0	6.4	24.4	2	54,69
	A3.09	2D.3	92.72	57.69	16.0	3.2	19.2	1	18
	A3.10	2H	66.42	22.96	10.8	3.2	14.0	1	19
	A3.11	1B	52.87	9.62	7.0	5.0	12.0	0	-
	A3.12	2F	76.77	9.6	13.0	3.2	16.2	1	20
	A3.13	1C	50.92	10.57	6.0	4.0	10.0	0	-
LEVEL 4									
	A4.01	2M	79.79	8.69	11.0	3.2	14.2	1	12
	A4.02	3E	115.18	33.66	21.0	6.4	27.4	2	48,63
	A4.03	3F	105.3	13.69	19.0	6.4	25.4	2	49,64
	A4.04	3J	104.64	18.29	20.0	6.4	26.4	2	50,65
	A4.05	2A.2	77.16	10.11	12.0	3.2	15.2	1	13
	A4.06	3H	101.42	17.24	22.0	6.4	28.4	2	51,66
	A4.07	2D	83.18	12.36	11.0	3.2	14.2	1	14
	A4.08	2H	66.42	10.16	10.8	3.2	14.0	1	15
	A4.09	1B	52.87	9.62	7.0	5.0	12.0	0	-
	A4.10	2F	76.77	9.6	13.0	3.2	16.2	1	16
	A4.11	1C	50.92	10.57	6.0	5.0	11.0	0	-

LEVELS	DWELLINGS		Gross Floor Area	Balcony Area	Storage			Car Parking Space	Car Parking Allocation
	Unit. No.	Type							
LEVEL 5									
	A5.01	2M	79.79	8.7	11.0	3.2	14.2	1	7
	A5.02	3E	115.18	34.96	21.0	6.0	27.0	2	93,94
	A5.03	3F	105.3	13.69	19.0	6.0	25.0	2	42,55
	A5.04	3J	104.64	17.82	20.0	6.4	26.4	2	46,61
	A5.05	2A.2	77.16	9.97	12.0	3.2	15.2	1	8
	A5.06	3H	101.42	17.24	22.0	6.4	28.4	2	47,62
	A5.07	2D	83.18	12.36	11.0	3.2	14.2	1	9
	A5.08	2J	91.32	31.08	16.0	3.2	19.2	1	10
	A5.09	2K	89.75	37.39	20.0	3.2	23.2	1	11
LEVEL 6									
	A6.01	2N	71.43	22.56	11.0	3.2	14.2	1	2
	A6.02	3M	116.69	28.66	14.0	6.4	20.4	2	76,77
	A6.03	3F	105.3	13.69	19.0	6.4	25.4	2	78,79
	A6.04	3J	104.64	17.82	20.0	6.4	26.4	2	80,81
	A6.05	2A.2	77.16	10.11	12.0	3.2	15.2	1	3
	A6.06	3H	101.42	16.86	22.0	6.4	28.4	2	82,83
	A6.07	2D	83.18	12.36	11.0	3.2	14.2	1	4
	A6.08	2J	91.32	33.73	16.0	3.2	19.2	1	5
	A6.09	2K	89.75	30.74	20.0	3.2	23.2	1	6
LEVEL 7									
	A7.01	3K	141.3	61.29	24.0	5.0	29.0	2	59,60
	A7.02	3N	160.44	13.56	31.0	13.0	44.0	2	56,57
	A7.03	3P	107.77	41.54	25.0	6.4	31.4	2	74,75
	A7.04	3L	135.98	50.91	24.0	6.0	30.0	2	21,22
	A7.05	2L	78.7	10.34	19.0	3.2	22.2	1	1
	Subtotal	75						99	

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Rev.	Date	By	Ckd	Description
-	30/01/20	SM	RM	ISSUED FOR TP RFI

Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:1.37
Drawing Series	Supporting Drawings
Drawing Name	Development Summary
Drawing Number	TP427
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans

1/31/2020

700-718 Heidelberg Rd Alphington - Clause 58 Assessment Table

LEVELS	APARTMENTS		D17 (Accessibility)	D19 (Private Open Space)	D20 (Storage) (m³)			D24 (Functional Layout)	D25 (Room Depth)	D26 (Windows)	D27 (Natural Ventilation)
	Apt. No.	Type			Internal	External	Total				
BUILDING A											
LEVEL G											
LEVEL 1											
	A1.01	1A	✓	✓	7.0	6.0	13.0	✓	✓	✓	*
	A1.02	1B	✓	✓	24.0	6.0	30.0	✓	✓	✓	✓
	A1.03	3A	✓	✓	20.0	6.0	26.0	✓	✓	✓	✓
	A1.04	3D.2	✓	✓	19.0	6.0	25.0	✓	✓	✓	*
	A1.05	3G	*	✓	17.0	6.0	23.0	✓	✓	✓	✓
	A1.06	1D.2	*	✓	8.0	6.0	14.0	✓	✓	✓	*
	A1.07	1D	*	✓	7.0	6.0	13.0	✓	✓	✓	*
	A1.08	2B	✓	✓	14.0	3.2	17.2	✓	✓	✓	*
	A1.09	3D	✓	✓	18.0	6.0	24.0	✓	✓	✓	*
	A1.10	2D.2	*	✓	11.0	3.2	14.2	✓	✓	✓	✓
	A1.11	2E	*	✓	11.0	3.2	14.2	✓	✓	✓	✓
	A1.12	2A	✓	✓	15.0	10.7	25.7	✓	✓	✓	*
	A1.13	2F	*	✓	13.0	10.2	23.2	✓	✓	✓	*
	A1.14	1C	*	✓	6.0	6.0	12.0	✓	✓	✓	*
LEVEL 2											
	A2.01	1A	✓	✓	7.0	6.0	13.0	✓	✓	✓	*
	A2.02	1B	✓	✓	24.0	6.0	30.0	✓	✓	✓	✓
	A2.03	3A	✓	✓	20.0	8.0	28.0	✓	✓	✓	✓
	A2.04	3D.2	✓	✓	19.0	6.0	25.0	✓	✓	✓	*
	A2.05	3G	*	✓	17.0	6.0	23.0	✓	✓	✓	✓
	A2.06	1D.2	*	✓	8.0	3.2	11.2	✓	✓	✓	*
	A2.07	1D	*	✓	7.0	3.2	10.2	✓	✓	✓	*
	A2.08	2B	✓	✓	14.0	6.0	20.0	✓	✓	✓	*
	A2.09	3D	✓	✓	18.0	6.0	24.0	✓	✓	✓	*
	A2.10	2D.2	*	✓	11.0	6.0	17.0	✓	✓	✓	✓
	A2.11	2E	*	✓	11.0	6.0	17.0	✓	✓	✓	✓
	A2.12	2A	✓	✓	15.0	5.0	20.0	✓	✓	✓	*
	A2.13	2F	*	✓	13.0	3.2	16.2	✓	✓	✓	*
	A2.14	1C	*	✓	6.0	6.0	12.0	✓	✓	✓	*
LEVEL 3											
	A3.01	2G	✓	✓	18.0	3.2	21.2	✓	✓	✓	✓
	A3.02	3C	✓	✓	21.0	6.4	27.4	✓	✓	✓	✓
	A3.03	1D.3	*	✓	7.0	3.2	10.2	✓	✓	✓	*
	A3.04	3G	*	✓	17.0	6.4	23.4	✓	✓	✓	✓
	A3.05	1D.2	*	✓	8.0	6.0	14.0	✓	✓	✓	*
	A3.06	1D	*	✓	7.0	6.0	13.0	✓	✓	✓	*
	A3.07	1D	*	✓	7.0	3.2	10.2	✓	✓	✓	*
	A3.08	3D	✓	✓	18.0	6.4	24.4	✓	✓	✓	*
	A3.09	2D.3	✓	✓	16.0	3.2	19.2	✓	✓	✓	✓
	A3.10	2H	✓	✓	10.8	3.2	14.0	✓	✓	✓	✓
	A3.11	1B	✓	✓	7.0	5.0	12.0	✓	✓	✓	*
	A3.12	2F	*	✓	13.0	3.2	16.2	✓	✓	✓	*
	A3.13	1C	*	✓	6.0	4.0	10.0	✓	✓	✓	*
LEVEL 4											
	A4.01	2M	✓	✓	11.0	3.2	14.2	✓	✓	✓	✓
	A4.02	3E	✓	✓	21.0	6.4	27.4	✓	✓	✓	✓
	A4.03	3F	*	✓	19.0	6.4	25.4	✓	✓	✓	✓
	A4.04	3J	*	✓	20.0	6.4	26.4	✓	✓	✓	✓
	A4.05	2A.2	✓	✓	12.0	3.2	15.2	✓	✓	✓	*
	A4.06	3H	*	✓	22.0	6.4	28.4	✓	✓	✓	*
	A4.07	2D	✓	✓*	11.0	3.2	14.2	✓	✓	✓	✓
	A4.08	2H	✓	✓	10.8	3.2	14.0	✓	✓	✓	✓
	A4.09	2B	✓	✓	7.0	5.0	12.0	✓	✓	✓	*
	A4.10	2F	*	✓	13.0	3.2	16.2	✓	✓	✓	*
	A4.11	1C	*	✓	6.0	5.0	11.0	✓	✓	✓	*
LEVEL 5											
	A5.01	2M	✓	✓	11.0	3.2	14.2	✓	✓	✓	✓
	A5.02	3E	✓	✓	21.0	6.0	27.0	✓	✓	✓	✓
	A5.03	3F	*	✓	19.0	6.0	25.0	✓	✓	✓	✓
	A5.04	3J	*	✓	20.0	6.4	26.4	✓	✓	✓	✓
	A5.05	2A.2	✓	✓	12.0	3.2	15.2	✓	✓	✓	*
	A5.06	3H	*	✓	22.0	6.4	28.4	✓	✓	✓	*
	A5.07	2D	✓	✓*	11.0	3.2	14.2	✓	✓	✓	✓
	A5.08	2J	*	✓	16.0	3.2	19.2	✓	✓	✓	✓
	A5.09	2K	✓	✓	20.0	3.2	23.2	✓	✓	✓	*
LEVEL 6											
	A6.01	2N	*	✓	11.0	3.2	14.2	✓	✓	✓	✓
	A6.02	3M	✓	✓	14.0	6.4	20.4	✓	✓	✓	✓
	A6.03	3F	*	✓	19.0	6.4	25.4	✓	✓	✓	✓
	A6.04	3J	*	✓	20.0	6.4	26.4	✓	✓	✓	✓
	A6.05	2A.2	✓	✓	12.0	3.2	15.2	✓	✓	✓	*
	A6.06	3H	*	✓	22.0	6.4	28.4	✓	✓	✓	*
	A6.07	2D	✓	✓*	11.0	3.2	14.2	✓	✓	✓	✓
	A6.08	2J	*	✓	16.0	3.2	19.2	✓	✓	✓	✓

LEVELS	APARTMENTS		D17 (Accessibility)	D19 (Private Open Space)	D20 (Storage) (m³)			D24 (Functional Layout)	D25 (Room Depth)	D26 (Windows)	D27 (Natural Ventilation)
	Apt. No.	Type									
LEVEL 7	A6.09	2K	✓	✓	20.0	3.2	23.2	✓	✓	✓	*
	A7.01	3K	✓	✓	24.0	5.0	29.0	✓	✓	✓	✓
	A7.02	3N	✓	✓	31.0	13.0	44.0	✓	✓	✓	✓
	A7.03	3P	*	✓	25.0	6.4	31.4	✓	✓	✓	*
	A7.04	3L	✓	✓	24.0	6.0	30.0	✓	✓	✓	✓
	A7.05	2L	*	✓	19.0	3.2	22.2	✓	✓	✓	*
	Subtotal	75	38	75				75	75	75	36
	% of total		50.7%	100.0%				100.0%	100.0%	100.0%	48.6%

NOTE:
✓* "Red tick" - Odd shaped layout with larger useable area than minimum standard

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Builder/Contractor shall verify job dimensions before any job commences. Figured dimensions take precedence over drawings and job dimensions. All shop drawings shall be submitted to the Architect/Consultant, and manufacture shall not commence prior to return of inspected shop drawings by the Architect/Consultant

Rev.	Date	By	Ckd	Description
-	30/01/20	SM	RM	ISSUED FOR TP RFI

Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

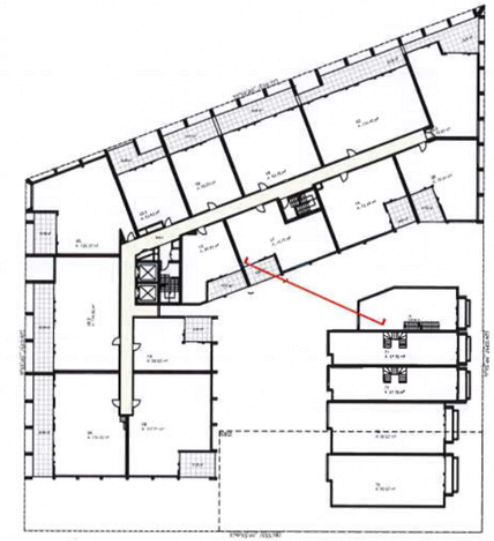
Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	2/24/2020
Scale	1:1.37
Drawing Series	Supporting Drawings
Drawing Name	Clause 58 Assessment Table
Drawing Number	TP428
Revision	-

Attachment 1 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Decision plans

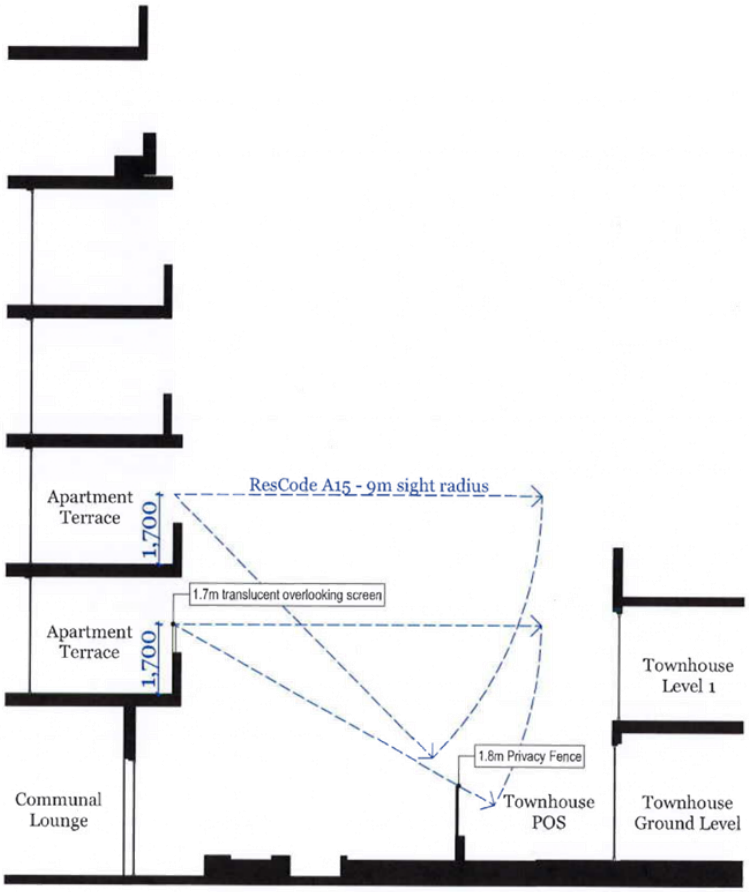
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Rev.	Date	By	Ckd	Description
-	30/01/20	SM	RM	ISSUED FOR TP RFI



Key Plan
1:500



Overlooking Analysis Section
1:100

Client Details
Giancorp

T + 61 3 9699 2555
E jason@giancorp.com.au

DKO

DKO Architecture (Vic.) Pty Ltd
90-94 Rokeyby Street
Collingwood, VIC 3066.
T +61 3 8601 6000
info@DKO.com.au
www.DKO.com.au
ABN: 61413783636

Project Name	Heidelberg Rd
Project Number	12246
Project Address	700-718 Heidelberg Rd, Alphington, VIC 3078
Drawn By	FP/ FT / SM
Checked By	RM
Date	1/31/2020
Scale	1:100
Drawing Series	Supporting Drawings
Drawing Name	RFI - Overlooking Analysis Section
Drawing Number	TP501
Revision	-

Attachment 2 - PLN19/0911 - 700-718 Heidelberg Rd, Alphington - Open Space comments

Memo

diverse
vibrant
exciting
inclusive

To: Julian Larkins

Cc: Julia Mardjuki;

From: Kevin Ayrey

Date: 11th March 2020

Subject: PLN19/0911

Dear Julian,

Please find comments below in reference to the proposed development at 700-718 Heidelberg Road, Alphington.

Landscape Plans – Hansen Landscape Architects –LCD001-4 - 03/02/2020

Ground Storey - Plant Schedules and Plans
These have been included and provide the information required in terms of plant species, quantities and locations, size at planting, expected growth size and plant spaces.

Acanthus mollis Oyster Plant – this is listed as an environmental weed in the Advisory List of Environmental Weeds in Victoria. It is also likely to take over any garden beds in which it is used. A substitution should be found.

Some of the trees species recommended require locations with full sun to succeed, but appear to be planted in locations that will receive a lot of shade (as per the shade diagrams). These are the –

Buckinghamia celsissima Ivory Curl Tree
Backhousia myrtifolia Grey Myrtle
Jacaranda mimosifolia Jacaranda

There are no cross sections, details for planted areas and edges, or indications of garden bed dimensions or depth included. These are typically required.

Balcony Planting
A plant schedule with most required information has been provided, however there are no plant numbers and there is no planting plan to show the location of the proposed planting.

Page LCD-004 includes notes on maintenance and information on the soil and waterproofing for the planters, but there are no drawings showing the proposed planter size and depths.

Yours sincerely,

Kevin Ayrey
LANDSCAPE ARCHITECT - OPEN SPACE PLANNING

Attachment 3 - PLN19/0911 - 700-718 Heidelberg Rd, Alphington - Waste comments

Larkins, Julian

From: Athanasi, Atha
Sent: Thursday, 12 March 2020 11:53 AM
To: Larkins, Julian
Subject: RE: PLN19/0911: 700-718 Heidelberg Rd, Alphington

Hi Julian,

The waste management plan for 700-718 Heidelberg Rd, Alphington authored by WSP and dated 9/12/19 is not satisfactory from a City Works branch's perspective.
Issues to be rectified include, but may not be limited to the following:

1. Council does not allow private and Council services to operate at the same site.
2. Please include any relevant risk assessments.
3. Provide details on path of access from the street to the bin collection point;
4. Please detail how the chute system will operate with regards to the changes in the waste service system recently announced by the State Government.(Multi Unit Apartments)(Glass separation).
5. Council's waste service system will change in the coming months to a 4 bin kerbside service and excess space should be made available to accommodate these changes. (Townhouses).

Regards,

Atha Athanasi
Contract Management Officer

City Works Services
Parks, Resource Recovery, Cleansing

City of Yarra – City Works Depot
168 Roseneath St CLIFTON HILL VIC 3068
T (03) 9205 5547 **F** (03) 8417 6666
Atha.Athanasi@yarracity.vic.gov.au
www.yarracity.vic.gov.au

Zero Carbon Yarra | Victoria's first certified carbon neutral council

CITY OF YaRRA

From: Larkins, Julian
Sent: Monday, 24 February 2020 11:33 AM
To: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Cc: Orr, Patrick <Patrick.Orr@yarracity.vic.gov.au>
Subject: PLN19/0911: 700-718 Heidelberg Rd, Alphington

Hi Atha

Application No.: PLN19/0911
Address: 700-718 Heidelberg Rd, Alphington

Attachment 3 - PLN19/0911 - 700-718 Heidelberg Rd, Alphington - Waste comments

Application: ***Construction of buildings and works for an 8 storey mixed use building, construction of two or more dwellings on a lot, use of the land for dwellings, removal of party wall easements, and reduction of car parking requirements***

An application has recently been lodged for the construction of buildings and works for an 8 storey mixed use building, construction of two or more dwellings on a lot, use of the land for dwellings, removal of party wall easements, and reduction of car parking requirements

Could you please review the waste arrangements and WMP for the above development.

	TRIM Ref No.
Architectural plans and renders	D20/20016 Pages 316-373
Traffic report	D19/232244 Pages 295-337
Waste reports	D19/232244 Pages 269-294 D20/20016 Pages 35-36

Let me know if there's anything more you need

Cheers

Julian Larkins
Co-Ordinator Statutory Planning
Statutory Planning

PO BOX 168 Richmond VIC
T (03) 9205 5456
E Julian.Larkins@yarracity.vic.gov.au
W yarracity.vic.gov.au
Follow us on Facebook, Instagram and Twitter

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.

Attachment 4 - PLN19/0911 - 700-718 Heidelberg Rd, Alphington - SLR Acoustic peer review comments

23 March 2020

640.10090.04840 700-718 Heidelberg Rd Alphington 20200320.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Julian Larkin

Dear Julian

700-718 Heidelberg Road, Alphington
Development Application Acoustic Review
PLN 19/0911

SLR Consulting Australia Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report prepared to support the application for a commercial development at 700-718 Heidelberg Road, Alphington.

Details of the report are as follows.

- Title: 700-718 Heidelberg Road Acoustic Town Planning Report
- Date: 30 January 2020
- Reference: Giancorp Property Group

A permit for the application has not been issued. The report is described in Section 7 as a 'preliminary acoustic assessment'.

1 Background Information

(Sections 1.1, and 2 of the acoustic report)

The acoustically significant aspects of the proposal are described below.

- The proposal is for a mixed use development comprising:
  - 7 storey residential development
  - Ground level plant, services and retail premises
  - 5 townhouses facing Park Avenue
  - Basement carparking
- Existing noise sensitive receivers are to the south and southeast (3 to 5 Park Avenue and no. 4 Parkview Road.

SLR Comments: *The proposed use is described and the locations of the nearest existing noise sensitive receivers are identified.*

SLR Consulting Australia Pty Ltd Level 11, 176 Wellington Parade East Melbourne VIC 3002 Australia
T: +61 3 9249 9400 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

We note that there is also a mixed use development proposed for 680 Heidelberg Road. East facing apartments in this building will potentially be some of the closest sensitive receivers.

2 Ambient Noise Measurements

(Section 2 of the acoustic report)

Attended noise measurements were conducted on Friday 21 January 2020, of both road traffic and background noise. The measurement times, locations and durations are provided in Table 2.1 and Figure 2.1 of the report.

Road traffic noise was measured during the afternoon peak period between 5:15 pm and 6:11 pm. The levels on the Heidelberg Road side of the development were in the range 75 to 77 dBA L_{eq}. WSP note that the measurements were undertaken during the holiday period, and that further monitoring will need to be carried out to confirm traffic noise impacts to the subject site.

Background noise was measured at the rear of the subject site, closer to existing dwellings, between 11:25 pm and 11:49 pm. The background noise level was 38 to 40 dBA L_{90}.

***SLR Comments**: The attended measurement times and locations are generally appropriate and the measured levels look reasonable.*

Long term average road traffic noise levels have not been measured, and it is unclear how these levels have been derived. However, the measured levels are noted to be indicative, and further measurements are proposed to be undertaken during the non-holiday period. We recommend that these measurements include unattended noise logging at a location exposed to Heidelberg Road traffic.

The background noise data, which is subsequently used to calculate the SEPP N-1 night noise limit, was obtained on one of the busier nights of the week (Friday night). Where limited attended measurements are undertaken, our preference would be for them to be obtained earlier in the week, when background noise levels are typically quieter.

3 SEPP N-1 Noise Limits

(Section 3.2 of the report)

The SEPP N-1 night noise limit only has been calculated for the site on the grounds that this is the lowest, and most critical limit applicable. The SEPP N-1 Zoning Levels and noise limits are presented in Table 3.3. The background noise data used to calculate SEPP N-1 limits is the lowest level measured by WSP, which was obtained just before midnight on a Friday night. The calculated limit is equal to the Zoning Level (i.e. background noise is classified as 'neutral').

***SLR Comments**: Our calculation of the SEPP N-1 zoning level is consistent with WSP's.*

As discussed previously, the background noise data used to determine the SEPP N-1 night noise limit is limited. However, given that the calculated noise limit is equal to the Zoning Level, and that the background noise level would need to drop appreciably (at least a further 4 dB) before the noise limit changed, the approach provided is reasonable.

4 Noise from the Subject Development

4.1 Building services

(Section 4.1 of the report)

Noise from mechanical plant is proposed to be addressed during the detailed design phase of the project, as equipment selections and layouts are finalised, to ensure that the relevant noise limits are met.

SLR Comments:

This approach is reasonable.

4.2 Carpark

(Section 4.2 of the report)

WSP note that noise from the carpark will be controlled to existing residential receivers due to the layout of the carpark and the location of the entrance relative to these receivers (the carpark is separated from existing dwellings by a solid masonry wall).

SLR Comments:

Generally agreed. However we note that there are carstackers shown in the ground level of the carpark, and that noise from this equipment can be significant. Noise from the carstackers and carpark entrance gate is required to comply with both SEPP N-1 noise limits, and with sleep disturbance targets no greater than 65 dBA L_{max} outside bedroom windows of both existing and the proposed new dwellings at 680 Heidelberg Road.

5 Road Traffic Noise

5.1 Noise Targets for Road Traffic

(Section 3.3 and 3.4 of the report)

WSP observe that the site requires assessment to Standard 6 of clause 58.04-3 of the planning scheme due to its proximity to an Industrial zone (INZ3). As such, internal noise levels are required to be equal to or less than:

- 35 dBA $L_{eq,8h}$ in bedrooms at night, and
- 40 dBA $L_{eq,16h}$ in living rooms during the day.

Noise to non-residential spaces is proposed to be controlled to achieve AS/NZS2107:2016 design levels. These are provided in Table 3.4.

SLR Comments: *The design targets are appropriate. SLR also recommends that the loudest hour of the day and night periods do not exceed the upper end of the AS/NZS2107 ranges for any single hour. These levels are 45 dBA $L_{eq,1hr}$ in living rooms between the hours of 7 am to 10 pm and 35 dBA $L_{eq,1hr}$ in bedrooms between the hours of 10 pm and 7 am.*

5.2 Road Noise Assessment and Advice

(Section 5 of the report)

Indicative façade upgrade treatments to achieve the nominated internal design targets are provided in Table 5.1. The following is proposed for apartments facing Heidelberg Road:

- Fully sealed glazing system are proposed to be 8.5 mm thick acoustic laminated glass, 16 mm airgap, 12.5 mm acoustic laminated glass
- Openable sections of the facade (openable windows and doors) are proposed to comprise either
  - Proprietary dual façade system in independent frames with a large airgap, OR
  - Enclosed balconies / wintergardens

WSP state that further assessments will need to be undertaken during the detailed design phase of the project to finalise upgrade treatments.

SLR Comments: *An explicit assessment of road noise is not provided in the report, and it is unclear whether the measured noise levels have been treated as the long term L_{eq} levels (i.e. $L_{eq,16h}$ and $L_{eq,8h}$ levels) or whether the measured levels have been adjusted to obtain the day and night average levels.*

Without confirmation of the assumed external levels we cannot determine whether the provided advice will achieve the nominated internal levels.

Additionally, in the full planning noise assessment we would also expect to see recommended minimum R_w ratings for any glazing and lightweight partitions required to be upgraded to control noise ingress. This advice should be included to help ensure that the selected glazing, including the frames and seals, will meet the design noise targets.

6 Ground Floor Retail

(Section 6.3 of the report)

The proposal includes three ground floor retail tenancies which are proposed to be fitted out by the future tenants. WSP provide example lease agreement clauses designed to address noise from these premises. The clauses include:

- The requirement of the tenant to address airborne and structureborne sound from their use.
- Design noise levels (expressed as NR curves) for noise from equipment to affected premises, and guidance as to the level of noise within the commercial tenancies that will achieve these targets.
- Recommendation that all new sources of noise such as loudspeakers and mechanical plant, are vibration isolated.

SLR Comments: *The advice provided is reasonable and appropriate. We would also recommend that any food and beverage tenancy proposing to operate during the night period (e.g. after about 10 pm) be required to submit a separate acoustic report addressing potential noise impacts form the use.*

Attachment 4 - PLN19/0911 - 700-718 Heidelberg Rd, Alphington - SLR Acoustic peer review comments

7 Summary

SLR has undertaken a review of the acoustic report prepared to address noise impacts to and from the mixed use development proposed for 700-718 Heidelberg Road, Alphington. The report is described as being preliminary, and WSP indicate a number of items that will need to be addressed in further detail. Nevertheless, the current report demonstrates, as per its stated intention, that there are no engineering reasons which would preclude a permit from being issued for the proposal.

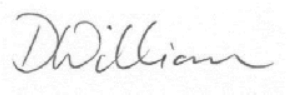
In our opinion a full planning report should be submitted at some point, either prior to a permit being issued, or in response to specific permit conditions. The full report should include the following:

- Road traffic noise measurements to quantify the $L_{eq,16h}$ and $L_{eq,8h}$ noise impacts to the subject site. Ideally unattended noise logging should be undertaken to quantify noise impacts over a representative period. If attended measurements only are conducted, the report should provide detail as to how the measured levels have been used to determine the $L_{eq,16h}$ and $L_{eq,8h}$ levels.
- Confirmation that road traffic noise levels will not exceed 45 dBA $L_{eq,1hr}$ in living rooms between the hours of 7 am to 10 pm and 35 dBA $L_{eq,1hr}$ in bedrooms between the hours of 10 pm and 7 am. Detailed advice for façade upgrade treatments to address road traffic noise, including minimum required acoustic ratings for glazing and walls.
- An assessment of noise from the carpark, including carpark door and carstackers if proposed, to existing dwellings and proposed dwellings at 680 Heidelberg Road. This noise should be assessed to SEPP N-1 and sleep disturbance targets.

Additional to the above, we recommend that the permit for the project require the following:

- A review of all acoustically significant items of mechanical plant during the detailed design phase of the project to ensure that SEPP N-1 limits are met.
- The requirement for any food and beverage tenancies proposed to operate after 10 pm on any night to commission an acoustic report assessing noise impacts from the use.

Regards,



Dianne Williams
Associate – Acoustics

Reviewed / checked by: JA

Attachment 5 - PLN19/0911 - 700-718 Heidelberg Road, Alphington - Internal Urban Design comments

CITY OF YaRRA

MeMO

TO:	**Julian Larkins (Statutory Planning)**
FROM:	**Amruta Pandhe (Urban Designer)**
DATE:	30 March 2020
SUBJECT:	700-718 Heidelberg Road, Alphington
APPLICATION NO:	PLN19/0912
DESCRIPTION:	Construction of buildings and works for an 8 storey mixed use building, construction of two or more dwellings on a lot, use of the land for dwellings, removal of party wall easements, and reduction of car parking requirements

COMMENTS SOUGHT

Urban Design comments have been sought on the above application on streetscape and capital works matters. The comments are based on Landscape Plans dated 3rd February 2020.

SUMMARY

In summary, update the Landscape Plans to show recommended public realm upgrades as outlined below. Revised drawings are required to address the issues raised.

Note: The extent of this review is limited to the proposed development's integration with the streetscape and public realm.

COMMENTS

Additional details and amendments that are required on the drawings are discussed in the relevant sections below.

Capital Works

There are no planned capital works led by the Urban Design team which are in proximity to the site. However, there are planned works for whole of Parkview Road including the section in front of the subject site. This is as part of Alphington Paper Mill (AMCOR/Yarrabend) development which is being developed by Glenvill developers. Comments on Parkview Road are provided below.

Parkview Rd

Glenvill are currently commissioning Contract Documentation for upgrades to Parkview Road as part of the Alphington Paper Mill (AMCOR/Yarrabend) development.

The frontage of subject site along Parkview Road is within this projects scope of works.

Co-ordinated Layout

It is critical that co-ordination between the two projects occurs to ensure the Parkview Road functional layout reflects the requirements of Alphington Paper Mill development. Mirza Halilovic is the project manager from Council for the Alphington Paper Mill development and it is suggested that the applicant co-ordinates through him.

Attachment 5 - PLN19/0911 - 700-718 Heidelberg Road, Alphington - Internal Urban Design comments

At present the current landscape plan for subject site shows the existing public realm condition along Parkview Road. It is important that the location and material of footpath, nature strip, on-street parking, number and location of street trees, material of vehicle crossovers shown as part of this application aligns with Glenvill's Contract Documentation. Similarly, Glenvill's Contract Documentation need to incorporate the subject site's location of proposed vehicle crossover and pedestrian entrance.

Construction sequencing
Timing of construction works needs to be considered and a suitable methodology needs to be defined.

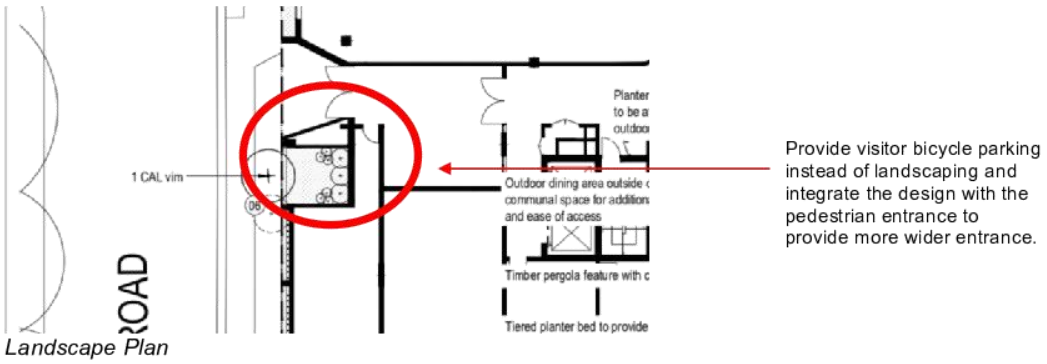
Options may be that this section of the footpath is constructed with the development (given it may be susceptible to damage during construction). Alternatively if the development is not going ahead for some time then Glenvill can complete the works and asset protection from the developer will be sought.

Ground Floor Frontage
Parkview Road ground floor frontage incorporates number of service cabinets and vehicle entrance which presents a challenge in providing an engaging frontage. The west elevation shows vertical landscaping in front of substation (circled in yellow below), however, it is unclear how this can be provided. Comments from Open Space are recommended for this section.



West Elevation

The development proposes a small landscaped section (circled in red below) within the site boundary near Heidelberg Road corner. The purpose of this space is unclear. Hence, it is recommended to instead use this space for providing bicycle parking for visitors (similar to the guest bike parking area shown further south along Parkview Road). This bike parking will be closer to the pedestrian entrance area. Further, it will be more visible from public realm as it is closer to the intersection. It is recommended that the pedestrian entrance area and bicycle parking area is integrated to provide a clear, well-lit and wider entrance. This will contribute in providing an engaging corner rather than creating pockets for hiding.



Landscape Plan

Attachment 5 - PLN19/0911 - 700-718 Heidelberg Road, Alphington - Internal Urban Design comments

Heidelberg Road

Ground Floor Interface

The overall materiality and composition of the façade along Heidelberg Road is supported, as it provides a good balance between solid and transparent elements, as well as providing articulated detailing through landscaping and concrete fins.

The ground floor plan shows that an awning is proposed along Heidelberg Road frontage. The breaks in proposed awning are not supported and it is recommended that a continuous awning is provided. The clearance between awning and footpath appears to be 3m which is an acceptable distance.

Pavements

All footpath, kerb and channel along Heidelberg Road should be reinstated as concrete footpaths as per *City of Yarra's Infrastructure – Road Materials Policy.*

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

All redundant vehicle crossovers must be demolished and reinstated with paving, kerb, channel and nature strip.

Street Tree Planting and Nature Strip

Provide a continuous nature strip for the full length of the site.

There are four existing small trees in the existing nature strip. These trees should be protected in accordance with AS1970-2009 Protection of Trees on Development Sites. The landscape plan should show the location of these existing trees on the landscape plan.

The applicant should allow for additional four trees along this frontage, the species to be advised by Council. Council's tree planting contractor will source and plant any street trees. The applicant would be requested to contribute to the cost of planting new street trees, which would cover tree sourcing, planting and 2 years of maintenance. The cost for tree planting would be provided by the Open Space Services team once tree numbers are determined.

Park Avenue

Ground Floor Interface

Park Avenue frontage provides glazing for all of the retail frontage. The use of glazing for ground floor is highly supported, however, the proposal presents too much glazing which precludes from providing sufficient visual interest in this section of the ground floor. Hence, it is recommended to provide an engaging facade with right balance of glazing and non-glazing materials. The residential frontage along Park Avenue provides an engaging streetscape and hence is overall supported. The development proposes light brown brick fence for all the townhouses. It is recommended that the fence style is not solid and maintains some openness. The height of the fence should be dimensioned.

Street Tree Planting

There is currently a gap between the street tree on the Heidelberg Road corner and the next tree further south. The applicant should allow for positioning of one additional roadside tree along this frontage, positioned within parking. A parking layout should be provided, showing standard size car parking bays. The tree species is to be advised by Council*.

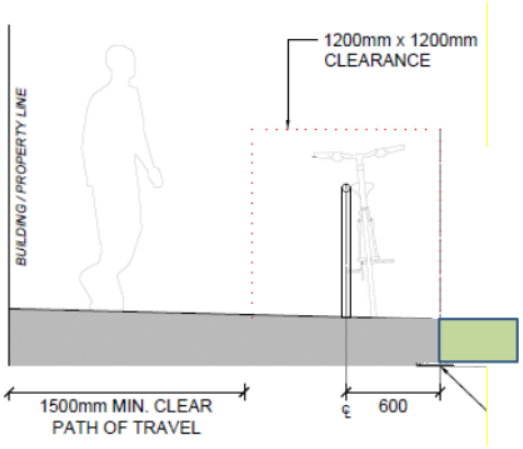
Council's tree planting contractor will source and plant any street trees. The applicant would be requested to contribute to the cost of planting new street trees, which would cover tree sourcing, planting and 2 years of maintenance. The cost for tree planting would be provided by the Open Space Services team once tree numbers are determined.

Bicycle Hoops

The development proposes eight spaces along Parkview Road in the guest bike parking area shown on the southern end of the subject site. As per Strategic Transport team the development needs to provide total of 20 visitor spaces that are accessible and clearly visible from the public realm. It is highly recommended that majority of these bicycle hoops are provided within subject site's property boundary.

Attachment 5 - PLN19/0911 - 700-718 Heidelberg Road, Alphington - Internal Urban Design comments

As recommended above more bicycle hoops should be provided near the pedestrian entrance area along Parkview Road.
It is recommended that three bicycle hoops should be installed parallel to the kerb on Heidelberg Road footpath. Bicycle hoops in this configuration require the following minimum clearances shown in the section detail below (not to scale).



The location of bicycle hoops along Heidelberg Road needs to take into consideration the clearance from building line, street trees cut outs, entry doors and on-ground or underground services.

Attachment 6 - PLN19/0911 - 700-718 Heidelberg Road, Alphington - DoT No objection

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

File: FOL/17/39201
Ref:

Julian Larkins
Co-Ordinator Statutory Planning
Statutory Planning
Yarra City Council

E Julian.Larkins@yarracity.vic.gov.au

Dear Mr Larkins

YARRA PLANNING SCHEME
PLANNING APPLICATION NO: PLN19/911
PROPOSAL: 8 LEVEL MIXED USE
ADDRESS: 700-718 HEIDELBERG RD, ALPHINGTON

Thank you for your email dated 21st February 2020 referring the above application to the Head, Transport for Victoria pursuant to Section 55 of the *Planning and Environment Act 1987*.

The Head, Transport for Victoria, pursuant to Section 56(1) of the *Planning and Environment Act 1987* **does not object** to the grant of a planning permit.

Should you require any further clarification, please feel free to contact myself on telephone 03 8392 7984 or email james.noy@ecodev.vic.gov.au.

Yours sincerely

JAMES NOY
Senior Statutory Planner (Public Transport)
Delegate of the Head, Transport for Victoria

03/04/2020

VICTORIA State Government

Attachment 7 - PLN19/0911 - 700-718 Heidelberg Rd, Alphington - External Urban Design (Global South) comments

Global South

Urban Design Review (DRAFT)

Proposed Residential/Mixed-Use Development, 700-718 Heidelberg Road, Alphington

Prepared by Simon McPherson

07 April 2020

Attachment 7 - PLN19/0911 - 700-718 Heidelberg Rd, Alphington - External Urban Design (Global South) comments

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Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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1.0 Introduction

1.1 Process and involvement

I have been asked by Yarra City Council officers to prepare a report comprising urban design review and advice, regarding the proposed mixed-use development at 700-718 Heidelberg Road, Alphington.

In preparing this review, I have:

- Received and reviewed the RFI response plans, dated 31 January 2020;
- Reviewed the applicable provisions of the Yarra Planning Scheme relating to urban design;
- Visited the site and surrounding area. The photos in this report are my own, except where specified.

1.2 Qualifications and experience to prepare this review

1.2.1 Qualifications and registrations

My academic qualifications are as follows:

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- **Executive Masters (MSc) in Cities**, inaugural programme (September 2016 - completed February 2018), London School of Economics and Political Sciences (LSE Cities), UK;
- **Master of Science (MSc): Built Environment - Urban Design** (Distinction), The Bartlett School, University College London, 2005-06, UK;
- **Bachelor of Architecture (BArch)** (First Class Honours), The University of Melbourne, 1996-97;
- **Bachelor of Planning and Design (BPD) (Architecture),** The University of Melbourne, 1992-94.

My professional registrations and memberships are as follows:

- **Registered Architect, Architects Registration Board of Victoria:** individual registration number 15838;

I am engaged on the following professional organisations:

- Member, **Victorian Design Review Panel;**
- Member, **Design Review Panel for South Australia;**
- Member, **Latrobe University Design Review Panel;**
- Global Advisor, United Nations Global Compact – Cities Programme;
- Member, Built Environment Task Force, Smart Cities Council – Australia/New Zealand.

1.2.2 Experience

Professional experience

I hold over 15 years of dedicated professional experience in urban design, including:

- Urban Designer, Victorian State Government (2002-2007, including study leave);
- Director, SJB Urban (2007-2016);
- Director, Global South (2016-present).

Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
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M. +61 (0)448 201 344
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I hold approximately 5 years of prior experience in architectural practice, in Australia and the UK.

Project experience

My urban design experience includes the following projects:

- Policy and guidelines:
  - Author/contributor, *Better Placed*, NSW Architecture and Urban Design Policy, Government Architect NSW (2016-17). Benchmark design policy, winner Australia Award for Urban Design 2017;
  - Contributor (State Government employee), Design Guidelines for Higher Density Residential Development, Activity Centre Design Guidelines;
  - Contributor, SA Medium-Density Design Guidelines;
  - Lead consultant, Urban Design Guidelines, Bowden, SA (SJB Urban, 2015);
- Urban Design Advice:
  - Eden/Haven/Sanctuary on the River, Abbotsford, for HAMPTON (complete), (SJB Urban, 2010). High-density, mid-rise (9-11 storeys) permeable courtyard development, winner UDIA President's Award, High-Density Housing Award (National, Victoria), Masterplanned Development Award (Victoria);
  - Richmond Plaza redevelopment, for Coles (SJB Urban, 2014);
  - Grocon FCAD redevelopment, Footscray Station Precinct (SJB Urban, 2011).
- Independent reviews:
  - Regular independent reviews of permit applications, for Councils including Yarra, Port Phillip, Banyule, Brimbank, Manningham and Casey.
- Strategic plans, structure plans and Urban Design Frameworks:
  - Oakleigh Activity Centre Transport Precinct: Design Review 2018, for Monash City Council;
  - 1160 Sayers Road, Tarneit, Structure Plan for Wyndham City Council (landowner) (SJB Urban 2014-15). Innovative, integrated plan for high-density, walkable precinct in greenfield setting;
  - Footscray Station Precinct Planning and Urban Design Framework (SJB Urban, 2008-09). Winner, PIA Transport Planning Award 2008;
  - Brighton Toyota Site UDF, for LEFTA Corporation;
  - Frankston Transit Interchange Precinct UDF and Master Plan, for DPCD (SJB Urban 2009-2012);
  - Wise Foundation 'Wellness Village' UDF, Mulgrave, for landowners (SJB Urban, 2015-16).
- Master Plans and Concept Designs
  - Caulfield Village Master Plan, for Beck Property / Probuild (SJB Urban, 2012);
  - Greensborough Activity Centre Concept Master Plan, for Banyule City Council (2017);
  - 433 Smith Street (Fitzroy Gasworks) Master Plan, for Places Victoria (SJB Urban, 2015);
  - Master Plan, Binks Ford Site and over-rail deck, Footscray, for Places Victoria (SJB Urban, 2012);
  - Caulfield-Dandenong corridor concept/feasibility studies, for VicTrack (SJB Urban, 2015).

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Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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Experience preparing expert evidence

I have presented evidence at VCAT and Planning Panels Victoria on numerous occasions.

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Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

2.0 Context

2.1 Strategic context

The subject land is located on the south side of Heidelberg Road, at the western edge of the Heidelberg Road, Alphington Neighbourhood Activity Centre, and adjacent to the expansive former Amcor Paper Mills site, which is undergoing redevelopment as Yarra Bend, which will include retail, commercial floorspace and community and recreation facilities, alongside extensive residential development.

The site is approximately 350m from Alphington Station.

The subject site is predominantly situated within the **Commercial 1 Zone (C1Z).** The purposes of this Zone are to:

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

A small portion of the site is located within the **Neighbourhood Residential Zone (NRZ2)**.

The Yarra Planning Scheme does not provide specific or prescriptive height or built form controls for this location. There is not a Structure Plan or Urban Design Framework affecting this location. Council's website states that it is currently preparing the strategic work that underpins the new planning controls in Heidelberg Road, along with other activity centres.

Therefore, the proposal's response to the established and emerging context is a key consideration.

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2.1.1 Planning Policy Framework

The following clauses are applicable to the subject site and proposal. Relevant content from these clauses is raised below in the context of my assessment of the proposal.

Clause 11 Settlement provides a range of Strategies for development in established Activity Centres, with a focus on quality, amenity, diversity and responding to context.

- **11.03-1R Activity Centres – Metropolitan Melbourne** provides strategies for developing activity centres to accommodate significant growth and provide high levels of amenity;
- **11.03-1S Activity Centres** provides strategies for building up Activity Centres as a focus for high-quality development, activity and living.

Clause 15 Built Environment discusses Urban Design objectives and strategies:

- **15.01-1S Urban Design** provides strategies for safe, healthy, functional and enjoyable urban environments, and promotes good urban design along transport corridors;
- **15.01-2S Building design** guides buildings which contribute positively to context and enhance the public realm;
- **15.01-4R Healthy neighbourhoods - Metropolitan Melbourne** seeks to create a city of 20-minute neighbourhoods;
- **15.01-5S Neighbourhood character** seeks to ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place, including by emphasising the heritage values and built form that reflect community identity.

Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

- **15.02-1S Energy and resource efficiency** promotes consolidation of urban development and integration of land use and transport.

Clause 16 Housing addresses supporting infrastructure, accessibility and affordability of housing:

- **16.01-1S Integrated housing** seeks to increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.
- **16.01-2R Housing opportunity areas - Metropolitan Melbourne** provides strategies for identifying opportunities for medium and high-density housing and creating a sustainable city through well-located housing and mixed-use development. It facilitates increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.
- **16.01-2S Location of residential development** seeks to locate new housing in designated locations that offer good access to jobs, services and transport.
- **16.01-3R Housing diversity – Metropolitan Melbourne** seeks to create mixed-use neighbourhoods at varying densities that offer more choice in housing.

2.1.2 Local Planning Policy Framework

Yarra's Local Planning Policy Framework includes the following clauses applicable to the subject site and proposal. I have not exhaustively reproduced every policy below.

Clause 21.03 Vision includes a Strategic Framework Plan for Yarra, which indicates the subject site is on the edge of the Alphington Neighbourhood Activity Centre. This policy states that *Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks.*

Clause 21.05-2 Urban Design includes the following objectives and strategies:

- *To ensure that new development contributes positively to Yarra's urban fabric.*
- *Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*
- *To enhance the built form character of Yarra's activity centres.*
- *Require development within Yarra's activity centres to respect and not dominate existing built form.*
- *Support new development that contributes to the consolidation and viability of existing activity centres.*

This Clause (at **Strategy 17.2**) states that *development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as*:

- *Significant upper level setbacks*
- *Architectural design excellence*
- *Best practice environmental sustainability objectives in design and construction*
- *High quality restoration and adaptive re-use of heritage buildings*
- *Positive contribution to the enhancement of the public domain*
- *Provision of affordable housing.*

Clause 21.05-3 Built form character seeks to improve the built form character of transport corridors.

Clause 21.05-4 Public environment states that new development must add positively to Yarra's overall character and help create a safe and engaging public environment where pedestrian activity and interaction are encouraged. It seeks to ensure that buildings have a human scale at street level.

DRAFT

Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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Clause 21.08 Neighbourhoods identifies Fairfield-Alphington as a *green, leafy, residential area*, in which *dwellings have generous front and side setbacks and allotments are double fronted and deep allowing for large spacious gardens and substantial backyards. The neighbourhood also has a significant amount of open space.* The Heidelberg Road neighbourhood activity centre is described as a small convenience centre.

Clause 58 Apartment Developments seeks:

- *To encourage apartment development that provides reasonable standards of amenity for existing and new residents.*
- *To encourage apartment development that is responsive to the site and the surrounding area.*

Clause 58.02 Urban Context seeks:

- *To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.*
- *To ensure that development responds to the features of the site and the surrounding area.*
- *To encourage a range of dwelling sizes and types in developments of ten or more dwellings.*
- *To integrate the layout of development with the street, with development oriented to front existing and proposed streets.*

Clause 58.03 Site Layout seeks to:

- *To achieve and protect energy efficient dwellings and buildings.*
- *To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.*

It states that buildings should be oriented to make appropriate use of solar energy, and provide appropriate landscaping.

Clause 58.04 Amenity Impacts seeks to:

- *To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area.*
- *To allow adequate daylight into new dwellings.*
- *To limit views into habitable room windows and private open space of new and existing dwellings.*
- *To provide a reasonable outlook from new dwellings.*
- *To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents*

Clause 58.07 Internal Amenity seeks *to ensure dwellings provide functional areas that meet the needs of residents*, and addresses spatial sizes, windows for daylight, and natural ventilation.

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Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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2.2 Built form context

2.2.1 Site location and local context

Interfaces

The subject site is on the south side of Heidelberg Road, between Parkview Road to the west, and Park Avenue to the east. The site's interfaces are as follows:

- **North:** Heidelberg Road, a busy thoroughfare extending to Alexandra Parade, North Fitzroy to the south-west, and Ivanhoe to the north-east. Opposite the subject site is the Fort Knox Self Storage warehouse building, and a used car sales yard with open hardstand area at the road frontage.
- **East:** Park Avenue, with a nondescript 2-storey office building opposite.
- **South:** The subject site adjoins the side boundary of two detached houses:
  - 4 Parkview Road is a single-storey contemporary house with its garage against its northern side boundary adjoin the subject site. It is a rear pavilion building with small setback to the side boundary, and a garden courtyard in between the two buildings.
  - 5 Park Avenue is an older single-storey (double-storey at rear) bungalow house, with rear garden courtyard and narrow side setback to the boundary adjoining the subject site. This setback as labelled as 3.55m in the elevation, which I understand to be to habitable room windows in the rear part of the house, as shown in the Site Plan TP108. The house is actually within approximately 1.0-1.5m at its narrowest,
  - Four houses adjoin the above, facing south onto Riverview Grove.
  - Extensive parkland and sports facilities exist south of Riverview Grove, about 70m from the subject site.
- **West:** Parkview Road, with the Yarra Bend development under construction opposite.

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Figure 01: View of side wall of adjoining house, showing two windows in the side wall. The plans do not identify these as habitable room windows (image source: Google)



Figure 02: Neighbouring house with stepped plan at the side interface.

Global South Pty Ltd
ACN 123 980 781
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www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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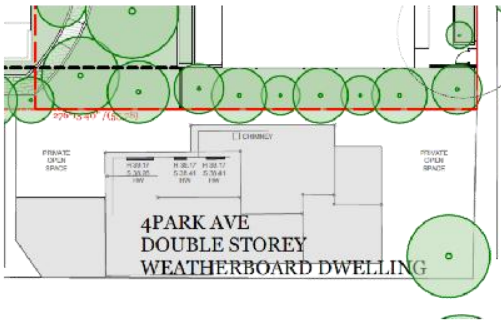


Figure 03: Excerpt from Site Plan TP108 identifying habitable room windows in the rear part of the neighbouring house.



Figure 04: This 3D aerial view shows the side wall with narrow setback and containing two windows.

Low-scale residential context

The surrounding area is primarily made up of older, low-scale detached houses (1-2 storeys) on individual blocks, in what is a very suburban setting of quiet, relatively narrow streets, to the south and north of the subject



Figure 05: Residential context, south of the subject site: Riverview Grove.



Figure 06: Residential context, south of the subject site: Riverview Grove, looking east.



Figure 07: Residential context, south of the subject site: Park Avenue, looking north.



Figure 08: This house on Park Avenue interfaces with the subject site.

Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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Figure 09: Residential context, north of the subject site: Miller Street looking north.



Figure 10: Residential context, north of the subject site: Harker Street looking south from near Alphington Station.

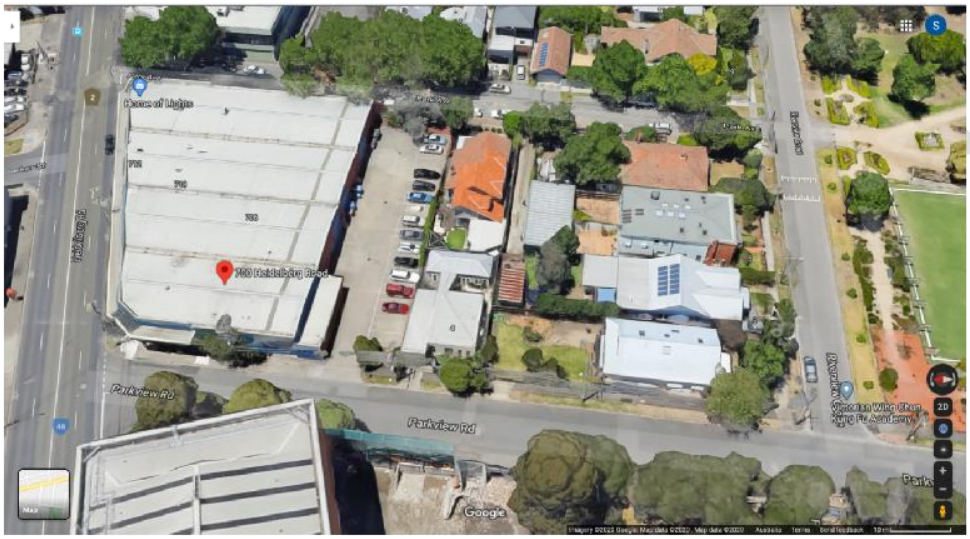


Figure 11: Aerial view of the subject site fronting Heidelberg Road (left) and adjoining houses to the rear, connecting to parkland (right) (image source: Google).

Commercial context

The Heidelberg Road corridor incorporates primarily commercial buildings along both sides, at generally 1-2 storeys, and typically of relatively low built form quality and some in poor states of repair.

Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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Figure 12: Used car yard, Heidelberg Road opposite the subject site.

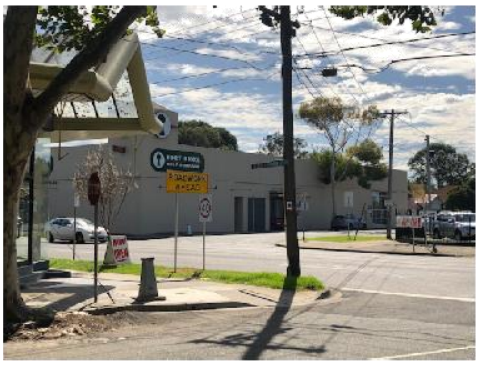


Figure 13: Self Storage, Heidelberg Road (corner Harker Street) opposite the subject site.



Figure 14: Finer-grain commercial, Heidelberg Road (north side), within the Neighbourhood Activity Centre.



Figure 15: Commercial built form, Heidelberg Road, south side, east of the subject site.



Figure 16: Heidelberg Road, looking east.



Figure 17: Intersection of Heidelberg Road and Yarralea Street.

Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
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M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au



Figure 18: Contemporary development (4 storeys), Heidelberg Road, east of Yarralea Street.



Figure 19: The subject site in distance, looking south along Harker Street.

Yarra Bend development (Amcor site)

Schedule 11 to the Development Plan Overlay (DPO11) applies to the former Amcor site, which is bounded by Heidelberg Road to the north, Parkview Road to the east (interfacing with the subject site), Chandler Highway to the west, and the Yarra River to the south.

Precinct C in DPO11, which extends along the Heidelberg Road frontage to approximately the depth of Riverview Grove south of the subject site, has a preferred height limit pf 6-8 storeys, and a street wall height of 6 storeys.

This is in line with the Design Guidelines in the Alphington Paper Mill Development Plan (May 2016).

The subject plans show that the Heidelberg Road frontage will comprise the following buildings (from east, adjacent to the subject site, to west):

- 'Parkview Apartments' (fronting Parkview Road, under construction): 8 storeys;
- 'Arcare': 8 storeys;
- 'The Village': 14 storeys;
- 'Home': 17 storeys.



Figure 20: Yarra Bend corner building facing Parkview Road, opposite the subject site.



Figure 21: Parkview Road looking north, towards the subject site, with Yarra Bend at left.

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Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au



Figure 22: Yarra Bend buildings, Parkview Road, south of the subject site.



Figure 23: Yarra Bend buildings, Parkview Road, south of the subject site.

2.2.2 On-site built form

The subject site is occupied by a 1-storey retail building of minimal architectural quality or interest, comprising four (4) adjacent units, which occupies the full width of the site, with an at-grade car parking area to the rear.

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Figure 24: Panoramic compilation view of the subject site, looking south across Heidelberg Road, with Yarra Bend corner building under construction (far right).

2.3 Streetscape context and character

Heidelberg Road is a busy arterial road, with a relatively inhospitable character for pedestrians. The Neighbourhood Activity Centre is comprised of generally modest, lower-grade building form (based on limited observation), and its amenity is affected by the road environment.

The local streets to the north and south, by contrast, are typically green, quiet and peaceful, with leafy suburban character and traditional built form setting defined by the many older cottages, bungalows and other types of houses.

Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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2.4 The proposal

The proposed development comprises an 8-storey built form as follows:

- Basement level: car parking
- Ground floor:
  - 3 retail tenancies fronting Heidelberg Road and part of the Park Avenue frontage;
  - 5 townhouses fronting Park Avenue (2 x 2-storey, 3 x 3-storey);
  - Communal open space linking to Park Avenue;
  - Main residential entrance off Parkview Road;
  - Gym, communal lounge, communal dining, lobby lounge;
  - Service areas facing Parkview Road.
- Level 1:
  - Apartments fronting Heidelberg Road and Parkview Road;
  - First floor levels of 5 townhouses.
- Level 2:
  - Apartments fronting Heidelberg Road and Parkview Road;
  - Second floor levels of 3 townhouses.
- Level 3:
  - Apartments fronting Heidelberg Road and Parkview Road;
  - Third floor roof terraces of 2 townhouses.
- Levels 4-7: Apartments fronting Heidelberg Road and Parkview Road.

The proposed dwelling mix is as follows:

- Townhouses: 5
- Apartments: 75, comprising:
  - 1-bedroom apartments: 16 (21.3%)
  - 2-bedroom apartments: 30 (40%)
  - 3-bedroom apartments: 29 (38.6%)

The plans indicate a VCAT-approved building envelope for the subject site. I have not considered the plans for the previous proposal.

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Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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3.0 Review of the proposed development

3.1 Is the built form siting appropriate?

The proposed building establishes zero-ground floor setbacks to Heidelberg Road, most of the Parkview Road frontage, and the northern part (approximately 40%) of the Park Avenue frontage. Landscaped setbacks are introduced for the townhouses in the southern part of the Park Avenue frontage.

Ground floor built form is set back 3.0m from the southern boundary, interfacing with residential houses.

I consider this siting approach to be appropriate and responsive to the immediate and wider context.

I will further evaluate the proposed built form setback profiles below.

3.2 Is the land use mix appropriate?

3.2.1 Retail

The site's frontage to Heidelberg Road and location within an established Neighbourhood Activity Centre makes it suitable for retail uses at ground floor level to the main road frontage, and addressing the street corners.

I would envisage that the injection of new retail may contribute to the revitalisation of the Neighbourhood Activity Centre. I recognise that the future retail/commercial centre within the Yarra Bend development may draw pedestrian activity further west, however new residential population in the activity centre will support its commercial viability.

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3.2.2 Residential

The provision of higher-density residential accommodation within well-serviced locations in and around activity centres has strong strategic policy support, in providing for urban consolidation, activation, access to services and facilities, and encouraging sustainable transport, and well as providing for housing diversity in established urban areas.

The subject site's location within a Neighbourhood Activity Centre and close to public transport (bus routes along Heidelberg Road and Alphington Station 350m away, or around 5 minutes' walk), and proximity to a range of future facilities and services in Yarra Bend, makes the location appropriate for higher density residential development.

The proposed development contains 5 townhouses and 75 apartments dwellings, as follows:

- 1-bedroom apartments: 16 (21.3%)
- 2-bedroom apartments: 30 (40%)
- 3-bedroom apartments: 29 (38.6%)

This represents a significant proportion of larger homes, suitable for families and larger households. I consider this mix, and the range of apartment types and layouts, to be appropriate and supportable, providing a high degree of housing diversity within the development.

Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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3.2.3 Communal spaces

The proposal includes a substantial landscaped garden space between the townhouses and main building. This space measures 11.73m wide with narrower widths towards Park Avenue, with total area of 482 sq.m.

This space is relatively constrained in width, and significantly overshadowed by the main building as shown in the shadow diagrams (TP404 – TP409), and the interface of townhouses and terraces spaces looking on to this space may further constrain its useability by other residents.

However, the space will provide a degree of amenity and access to outdoor space for residents, particularly in summer months, and noting that the site is very well-positioned for access to extensive public open space. The communal garden appears to be gated and not publicly accessible, but I consider this acceptable given its small size and location/configuration.

The outdoor space is directly connected to the communal dining, lounge and gym areas, which is beneficial, as well as to the entrance lobby space. This creates an effective ground floor cluster of communal activities which encourage residents to pass by, interact and engage, and allows the outdoor space to provide for a range of activities, such as children's play, exercise, passive sitting/meeting, and spill-out from the communal facilities.

I am also supportive of the indoor communal spaces, and it is beneficial that the lounge and dining/kitchen look out onto the communal garden.

3.2.4 Car parking

While the appropriate extent of car parking provision is beyond my expertise, I support the location of most car parking within a full basement level, as this avoids impacts to the public realm, and additional building bulk above ground level. The limited ground floor parking utilises car stackers and is placed behind service spaces at the frontage.

I consider this to be acceptable, subject to further discussion of interfaces below.

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Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

3.3 Is the built form height and massing appropriate?

The scale and massing of the proposed development is central to consideration of its urban design merit, and appropriateness of its response to the context.

While the relatively large site provides opportunities for substantial development, and strategic policy supports urban intensification in activity centres and well-serviced locations, this must be balanced against streetscape and context considerations, including the future/emerging context.

I consider the massing in terms of how the proposed form presents to the streetscape frontages.

3.3.1 Heidelberg Road frontage: profile and massing

The proposed development's frontage to Heidelberg Road comprises:

- 3-storey 'podium' or street wall frontage with 0m setback, noting this is largely an open framed form, with recessed balconies
- 3.4m setback at Level 3, with balconies on top of the framed 'podium' form;
- Increased setback of 6.0m at Level 7;
- Corner form (Heidelberg Road and Parkview Road) extending full height to Level 7 without setbacks.

As shown on TP102, this building will form part of an emerging built form frontage along Heidelberg Road which increases incrementally to the west up to 17 levels.

Heidelberg Road is approximately 21m-22m wide between frontage boundaries.

The overall building height (excluding lift overrun) at the 8-storey corner form is 26.97m. The framed street frontage form is approximately 10.7m above street level, or 11.72m to balustrade height at Level 3.

The higher corner form and more modest-scaled 3-storey street wall effectively reinforce the broader transition upwards in height towards the west, while responding to the lower-scale existing built form to the east.

This transition is reinforced by the additional upper level setback (Level 7).

I consider this frontage massing to be an appropriate response to the scale and condition of the Heidelberg Road corridor, and the current and emerging built form context of Heidelberg Road.

3.3.2 Building height evaluation

While it may be considered that the proposed development should step down (with a lower height) from the neighbouring 8-storey building to the west, to effect more of a transition to lower-scale form to the east, I consider that the Heidelberg Road environment is sufficiently robust and broad to accommodate a building of this scale, and that a gradual transition will still be visible at the scale proposed.

In considering the guidance in Clause 21.05-2, Strategy 17.2 for development in activity centres to exceed a 'base' height of 5-6 levels:

- The proposal does provide **upper level setbacks** of 3m above street wall (except for the corner form), with increased setbacks to the top level, and significant stepping down to the south. I consider these setbacks to be significant in the context of the proposed heights.
- **Architectural design excellence** is difficult to determine or benchmark. However, as discussed further below I consider the proposal to reflect a considered, refined and

Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

resolved design, which is simple and cohesive, yet visually interesting and context-responsive.
- **Best practice environmental sustainability** is beyond my expertise and I do not have information for this aspect of the proposal.
- The proposal does not incorporate **restoration and adaptive re-use of heritage buildings**.
- The proposal will make a **positive contribution to the enhancement of the public domain,** through active frontages, basement-level parking and façade planting.
- I am not aware of any **provision of affordable housing** in this proposal.

The proposal extends 2-3 levels above the 5-6 storey 'base' for activity centres, but the uppermost level is very recessive and much of the proposal is below this height as it transitions down to the south.

From this assessment, I consider the proposed heights to be acceptable.

3.3.3 Park Avenue frontage: profile and massing

The 3-storey frontage form to Heidelberg Road wraps around the site's north-east the corner into Park Avenue, with a 3.0m setback above to the wall line (with protruding wall ribs encroaching into this setback), and an increased setback at Level 7 of approximately 4.9m to the balustrade line, and further to the glazing line.

The 3-storey frontage extends to the townhouses across the 8.9m wide opening to the communal garden space, but the townhouses incorporate a front setback of approx. 2.5m, and step down to 2-storeys with an approx. 4m setback (with terrace space) for the two southernmost units near the interface to adjoining houses.

Townhouse setbacks at Level 1 to balcony edges are 2m and 3.5m.

A 3.0m setback space is provided between the townhouses and the site's southern boundary.

The 2-storey townhouses are 6.76m in height, which is comparable to the height of the neighbouring house as shown in TP302. The form is well within the ResCode boundary profile for adjoining dwellings, as shown at TP302.

Therefore, the strategy of reduced height and scale, and increased front setbacks towards the site's rear interface, together with a clear 3.0m setback zone along the boundary, create an effective transition to neighbouring houses. Conversely, the form reflects an incremental increase in scale towards the main road interface.

In consideration of the site's primarily Commercial 1 Zone and major road frontage, and the changing nature of the area, I consider the profile and massing to Parkview Road to be acceptable, subject to consideration of off-site amenity impacts, below.

3.3.4 Parkview Road frontage: profile and massing

The site's Parkview Road, which faces the under-construction 8-storey building at Yarra Bend, is divided into three main components, separated by vertical recesses.

The proposed 8-storey corner form extends from Heidelberg Road into Parkview Road.

The frontage then steps down to a 3-storey street wall, in alignment with that along Heidelberg Road and Park Avenue. Above the recessed Level 3 (3.4m setback), the upper levels have a reduced 2.5m setback, with the top level (Level 7) setback 3.4m.

The building form steps up from the side (rear) boundary interfacing to 4 Parkview Road. After the 3m clear setback at ground level, the building steps back at Levels 1, 3, 4, 6 and 7. The setback distances from the boundary are 15.37m at Levels 4 and 5, and 21.27m at Level 7.

Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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This profile generally conforms with the ResCode B17 profile, except for slight encroachments by balustrades at Levels 6 and 7 which are well set back from the neighbouring house.

Given the Commercial 1 Zone applicable here as noted above, and the expressed transition of form down to neighbouring houses, I consider the height and massing at the Parkview Road frontage to be acceptable, again subject to off-site amenity impacts discussed below.

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Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

3.4 Are off-site amenity impacts appropriately managed?

3.4.1 Southern/boundary interface (visual bulk/overlooking)

TP302 shows that the neighbouring house at 4 Park Avenue has a side setback of 3.55m, to habitable room windows. However as shown above, the narrowest setback appears to be less than 1.5m, with windows (presumably not to habitable rooms, based on the plans).

The neighbouring house at 4 Parkview Road is built to its side boundary, with the garage at this interface, but with one habitable room window in the rear part of the house, within approximately 1m of the side boundary.

The applicable objectives and standards of Clause 58.04 Amenity Impacts include:

- *To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area:*
  - *Ensure adequate daylight into new habitable room windows.*
  - *Avoid direct views into habitable room windows and private open space of new and **existing** dwellings. Developments should avoid relying on screening to reduce views.*
- *To limit views into habitable room windows and private open space of new and existing dwellings;*

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The proposal does not contain any habitable room windows directly facing the southern boundary at Ground Level, Level 1 or Level 2. Habitable room windows at Level 3 at set well back (13.9m) from the boundary.

The Ground Level terraces to the townhouses are enclosed by 1.8m high screens. The balconies at Levels 1 and 2 may provide views to the habitable room side windows of the adjoining houses to the south, but these appear to be set back close to, or well above, 9m from these windows.

> ***Recommendation 01:***
>
> *If the Level 1 and Level 2 balconies are within 9m sight line of the rear side window to 4 Parkview Road, these balconies could be screened along their southern edge, such as with a 1.8m fence screen to prevent overlooking.*

Apart from this potential, based on the above analysis, I consider the handling of overlooking to be acceptable.

I also consider the visual bulk impacts to be acceptable, given the significant transition in scale to the neighbouring houses, general compliance with the Standard B17 profile, and Commercial 1 Zone to the subject site.

3.4.2 Overshadowing to neighbouring houses

Clause 55 does not apply to developments in the Commercial 1 Zone, but provides specific requirements for overshadowing of private open space.

The development generally complies with the Clause 55 Standard B17 (side and rear setbacks) and Standard B20 (north-facing windows), as noted above. While Clause 55 does not apply, these profiles provide a useful reference.

Clause 58 does not provide specific overshadowing requirements.

Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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The shadow diagrams indicate that the development will not create any additional shadows to the private open spaces of adjoining properties. The proposed shadows even appear to be reduced, perhaps as a result of a lower boundary fence.

However, based on this observation, I consider the handling of off-site amenity impacts to be supportable.

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Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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3.5 Are the public realm interfaces / frontages appropriate?

3.5.1 Interface to Heidelberg Road (ground floor)

The Ground Level frontage comprises extensive retail glazed frontages with three doorways providing access to the tenancies, and windows above low-level planters.

The plans and renders indicate continuous low-level brickwork planters along the street frontage. While I consider this appropriate in terms of softening and greening the streetscape, which currently is quite a harsh environment, planter boxes are heavily reliant on effective planting and maintenance, to avoid become empty collectors of rubbish.

Recommendation 02:

I would also suggest/support the provision of space for seating within these low-level upstands, perhaps alternating with planters. As a reference, the Draft Central Melbourne Design Guide (Melbourne Amendment C308) encourages provision of thickness and depth in ground floor facades, and integrating seating perches into street facades.

The proposal lends itself to these outcomes, but the detail design may warrant further consideration to address these risks and opportunities.

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The provision of canopies above ground floor, extending over the footpath, is also supported, and will provide shade and shelter to enhance the pedestrian experience.

The frontage contains two recesses, 2.0m deep and approximately 3m wide, which extend up through the levels above, and provide for significant trees in the streetscape. However, these recesses do not extend to the basement level, which suggests that deep-soil planting is not provided, and therefore raises doubt about the large trees indicated in the renders.

The plans, elevations and renders also indicate significant trees planted in quite narrow planter boxes at Level 1, but extending into Level 2 in height.

Recommendation 03:

While landscape architecture is not my area of expertise, I would encourage further investigation of the feasibility of this façade planting, while supporting the intent to integrate greenery in the building frontages.

Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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Figure 25: Excerpt from artist's impression, showing significant tree planting in Ground Level façade recess (but without apparent soil depth), and in narrow planter boxes at Level 1.

3.5.2 Interface to Heidelberg Road (upper levels)

The extensive glazing and balconies, with metal fin balustrades for visual permeability, and façade integrated planting (subject to my comments above), the upper levels also support passive surveillance and visual interaction opportunities.

The frontage reads as visually 'open', and will encourage a sense of visible activity at both ground and upper levels.

3.5.3 Interface to Park Avenue

Extending the retail frontage into Park Avenue provides for additional activation at this important corner. The residential frontages at upper levels also support activation and visual interaction.

The townhouses provide for activation through residential frontages, including at upper levels, but with a softer interface through landscaped setback, in response to the residential context to the south.

These interface conditions are supported.

3.5.4 Interface to Parkview Road (Ground Level)

The portion of this frontage close to the corner with Heidelberg Road is activated by the 'return' of retail frontage and the main pedestrian entrance.

Most the rest of this frontage is 'inactive' at Ground Level, comprising vehicle entry, and frontages to services and waste areas.

While building services is beyond my expertise, I recognise that these are a necessity, but need to be minimised in terms of their public realm impact. The extent of inactive frontage appears to be approximately 20% of the overall total street frontage, which is considered acceptable and supportable, with reference to the Draft Central Melbourne Design Guide (as an aspirational benchmark guide), which recommends provision of *at least 80% of the length of a frontage as an entry or display window to a shop and/or a food and drink premises: or as other uses, customer service areas and activities, which provide pedestrian interest and interaction. This measurement excludes stall-risers to a maximum height of 700mm in addition to pilasters, window and door frames.*

Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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I would recommend consideration or investigation of some minor changes to expand the extent of activation in this frontage, subject to technical requirements, as follows:

Recommendation 04:

Relocate entry/access to Substation and Main Switch, away from the main entrance lobby.

Recommendation 05:

Consider glazing to the façade recess immediately south of main pedestrian entrance, for outlook from the lobby lounge area.

Recommendation 06:

Relocate visitor bicycle parking from the south-west corner adjacent to the Telecom Room, to a position closer to the main pedestrian entrance, perhaps utilising the façade recess adjacent to this entrance.

Recommendation 07:

Relocate or reconsider resident bicycle parking, currently located in the 3m setback area. This location seems 'tucked away' and distant from the main entrance, and exposed to the weather.

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3.5.5 Interface to Parkview Road (Upper Levels)

The extensive apartment balconies and front windows at Levels 1 and 2, with immediate frontage (0m setback) to the streetscape, provides for activation and passive surveillance opportunities to the streetscape. This condition is supported.

Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

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3.6 Is the architectural expression appropriate?

The external expression of the proposed building is refined and visually 'quiet', with a contemporary expression and high degree of visual openness, and a modular façade approach which accommodates the significant transitions in height and scale within a cohesive design.

While the design is relatively simple and consistent, it reflects an effective level of design sophistication and quality.

The facades incorporate visual depth through the open framing expression, recessed windows and balconies, and 'layering' of contrasting balustrades behind the white frame elements.

Vertical recesses create breaks in the facades to avoid excessive lengths of a singular expression. The vertical rhythm of the white frame elements creates a vertically-emphasised, 'fine grain' expression which supports visual interest for pedestrians, and responds to the fine-grain context of parts of the Neighbourhood Activity Centre to the east, and the residential context to the south.

The proposal establishes an effective visual relationship with the neighbouring building (under construction) in Yarra Bend, which also employs a white, visually open gridded façade expression, with a 3-storey street wall condition, as shown in the renders on TP400 and TP401.

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The design also reflects careful design consideration of smaller details, such as the corner junctions of the facades, integration of façade planters, and screening of service areas.

The relatively limited number of façade materials is effective in reflecting simplicity and cohesion. The use of brickwork at ground floor level provides for texture, tactility and a residential feel at the pedestrian interfaces.

There is opportunity for the façade depth and expressed framing to contribute to solar shading for apartments, but I have not seen information to address this potential.

Overall, I consider the proposed architectural design expression to be appropriate and effective, reflecting a considered, resolved design which is visually interesting without being 'loud' or dominant.

Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

4.0 Conclusion

This proposal forms part of a changing urban context in this part of Alphington, driven largely by the expansive Yarra Bend (Amcor site) development, adjacent to the subject site. This proposal seeks to extend the redevelopment of commercial/mixed use frontages along Heidelberg Road, a major thoroughfare through an otherwise suburban residential context.

This proposal seeks to deliver 80 new dwellings and three retail tenancies into an existing Neighbourhood Activity Centre. While this is a lower-order centre, which may be detrimentally affected by the Yarra Bend retail/commercial precinct west of the site, it would benefit from revitalisation through redevelopment, and is close to Alphington Station.

There is a strong strategic basis for providing for growth in activity centres through high-quality development, activity and living, as set out in Clause 11.03. Additional housing close to transport and activity centres supports 20-minute neighbourhood outcomes (Clauses 15.01 and 16.01).

This proposal is required to respond to two distinct character conditions – the commercial setting and emerging higher built form of Heidelberg Road including the Yarra Bend development, and the low-rise, suburban residential setting, while contributing to the public realm in both these conditions.

I consider that the proposal achieves these outcomes effectively, through a defined transition in built form scale across the site, with a relatively consistent 3-storey street frontage height for human-scale pedestrian interfaces (Clause 21.05-4).

The active retail frontages and visually 'open' residential facades also contribute to the public environment (Clause 15.01).

The façade expression does reflect the fine grain of the underlying subdivision pattern of parts of the activity centre nearby, and will contribute positively to Yarra's urban fabric in my view (Clause 21.05-2). While the scale is significant compared to other commercial built form to the east, it forms part of a gradual transition upwards in height towards the west, and will not dominate existing built form, but will contribute to improving the built form character of this transport corridor (Clause 21.05-3).

I consider that this proposal reflects an effective response to this urban context, and notwithstanding a small number of recommended items for review, I am supportive of this design response.

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Global South Pty Ltd
ACN 123 980 781
ABN 81 123 980 781
www.globalsouth.net.au
M. +61 (0)448 201 344
E. simon.mcpherson@globalsouth.net.au

Attachment 8 - PLN19 0911 - 700 - 718 Heidelberg Road Alphington - Engineering comments

MEMO

To:	**Julian Larkins**	
From:	**Mark Pisani**	
Date:	**7 April 2020**	
Subject:	**Application No:**	**PLN19/0911**
	Description:	**Eight-Storey Mixed Use Building**
	Site Address:	**700-718 Heidelberg Road, Alphington**

I refer to the above Planning Application received on 24 February 2020 in relation to the proposed development at 700-718 Heidelberg Road, Alphington. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
DKO Architecture (Vic)	TP001 *Development Summary*	A	31 January 2020
	TP200 *Basement Level Plan*	A	31 January 2020
	TP201 *Ground Level Plan*	A	31 January 2020
	TP202 *Level 1 Plan*	A	31 January 2020
	TP305 *Internal North Elevation*	A	24 February 2020
	TP306 *Internal East Elevation*	A	24 February 2020
	TP307 *Internal South Elevation*	A	24 February 2020
	TP309 *B20 Section*	A	31 January 2020
WSP	*Traffic Engineering Report*	B	9 December 2019
Bosco Johnson	*Boundary Re-establishment Feature and Level Survey* plan		18 November 2016
GTA Consultants	*Alphington Paper Mill Site Development Plan*	G	19 August 2015
	Traffic Management Plan		

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:

Attachment 8 - PLN19 0911 - 700 - 718 Heidelberg Road Alphington - Engineering comments

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
One-bedroom dwelling	16	1 space per dwelling	16	Not Specified
Two-bedroom dwelling	30	1 space per dwelling	30	
Three-bedroom dwelling**	34	2 spaces per dwelling	68	
Retail	700 m²	3.5 spaces per 100 m² of leasable floor area	24	
		Total	**138 Spaces**	**104 Spaces**

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

** Includes 5 townhouse type dwellings.

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

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

- *Parking Demand for the Dwellings*. To assess the car parking demand of the residential dwellings, WSP engineering consultants have sourced average car ownership rates for the Yarra municipality from the 2016 ABS Census. Applying rates derived from the ABS Census to the proposed development yields a total anticipated parking demand of 75 spaces. WSP have suggested that the surplus in parking (quantity not specified) could be allocated to residents based on market demands. Preferably, all parking spaces should be allocated to a specific dwelling type/use rather have a portion of spaces unallocated.
- *Parking Demand for the Retail Use*. For the retail use, a staff parking demand of 1 space per 100 square metres of floor area could be adopted. Using this rate would equate to 7 spaces. The balance of the parking demand (17 spaces) would be generated by customers and would be accommodated off-site.
- *Availability of Public Transport in the Locality of the Land*. The following public transport services can be accessed to and from the site by foot:
    - Heidelberg Road buses (route 546) – 80 metre walk
    - Heidelberg Road bus interchange – 460 metre walk
    - Alphington railway station – 350 metre walk
- *Multi-Purpose Trips within the Area*. Customers to the retail premises might combine their visit by engaging in other activities or business whilst in the area.
- *Convenience of Pedestrian and Cyclist Access*. The site is within walking distance of businesses and public transport nodes. The site also has good 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*. WSP had conducted an on-street parking survey of the surrounding area on Tuesday 15 October 2019 between 10:00am and 6:00pm. An inventory of 230 spaces was identified within the study area. The peak parking occupancy occurred at 4:00pm which

resulted in no fewer than 103 on-street spaces being vacant. Short-stay on-street parking should be available to customers or visitors.

- *Relevant Local Policy or Incorporated Document*. The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
- *Car Parking Deficiency associated with Existing Land Use*. The existing site contains a number of separate titles of commercial premises. The properties comprise restricted retail with a combined area of around 2,100 square metres. Some 16 on-site spaces are contained within the site (based on aerial photographs). The site would have a car parking deficiency of 36 spaces (= 2,100 m^2 X 2.5 spaces/100 m^2 – 16 spaces). These spaces would likely be customer parking spaces, and some of these would be parked on-street. The customer parking overflow of the proposed redevelopment of the site would be less than the existing parking deficiency of the site.
- *Other Relevant Considerations*. Residents of the new dwellings would be ineligible to apply for residential on-street and visitor parking permits.

Suggested Parking Allocation
In light of the above, we suggest that the on-site parking be allocated as follows:

Proposed Use	Quantity/ Size	Suggested Parking Allocation
One-bedroom dwelling	16	16
Two-bedroom dwelling	30	30
Three-bedroom dwelling	29	41*
Three-bedroom townhouse	5	10
Retail (staff parking)	700 m^2	7
	Total	**104 Spaces**

* 17 three-bedroom dwellings would be allocated one space each.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of parking associated with the dwellings and retail use is considered appropriate in the context of the development and the surrounding area. The on-site car parking provision, as suggested above, would adequately cater resident and staff long-stay parking demands. Short-stay visitor and customer car parking could be accommodated on-street. The occupation of the dwellings and the operation of the retail use should not adversely impact on existing on-street parking conditions in the area.

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

TRAFFIC IMPACT
Trip Generation

WSP have adopted the following trip generation rates for the proposed uses:

Proposed Use	Trip Generation Rate used by WSP
Residential	
One- and two-bedroom dwellings	0.50 trips per dwelling in each peak hour
Three- or more bedroom dwellings	0.65 trips per dwelling in each peak hour
Retail	5.6 trips/100 m^2 of floor area in the PM peak hour (staff and customers) The adopted rate for the AM peak hour is 10% of the PM peak hour

The above rates provided by WSP are considered satisfactory, but a little conservative.

For this development, we consider the site's likely trip generation to be as outlined below:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Residential			
Dwellings with one space (63 No.)	0.4 trips per dwelling in each peak hour	25	25
Dwellings with two spaces (17 No.)	0.6 trips per dwelling in each peak hour	10	10
Retail (7 spaces)	1.0 trip per on-site space in each peak hour	7	7
Total		**42 trips**	**42 trips**

The peak hour traffic volumes generated by the site are not unduly high.

Directional Splits and Distribution Assumptions
Directional split assumptions in each peak hour for the residential traffic –

- AM Peak – 80% outbound (28 trips), 20% inbound (7 trips); and
- PM Peak – 40% outbound (14 trips), 60% inbound (21 trips).

The retail staff would be 100% inbound in the AM peak and 100% outbound in the PM peak.

The traffic distribution assumptions made by WSP in section 6.2.2 of the report are considered reasonable.

Traffic Impact at the Heidelberg Road/Parkview Road Intersection
The submitted report has provided an existing and post-development breakdown of individual traffic movements at the intersection of Heidelberg Road and Parkview Road.

The traffic impact of this intersection (unsignalised) was assessed using the SIDRA program, which measures intersection performance. SIDRA modelling works well under free flowing traffic conditions and may have limitations, such as queuing of downstream traffic. The results of the post-development modelling suggest that this intersection would continue to operate satisfactorily.

The previous proposal for 700 Heidelberg Road (Planning Permit (Amended) PLN17/0040; issued 22 October 2018) was approved with peak hour volumes of 45 trips per hour. The traffic engineering consultant for that proposal – GTA Consultants – had conducted a gap analysis for the Parkview Road/ Heidelberg Road intersection and the Park Avenue/Heidelberg Road intersection. This analysis had been used to determine whether the critical movements at these intersections have adequate capacity once the development is operational. When entering major roads from minor roads (such the left and right turn movements from Parkview Road into Heidelberg Road),

motorists must wait for an acceptable time gap in the traffic stream to which they must give way before proceeding. The analysis undertaken by GTA Consultants had confirmed that both intersections would have capacity to accommodate the critical movements.

GTA Consultants (also heavily involved with the Alphington Paper Mill Site) had indicated that the intersection of Heidelberg Road and Mills Boulevard (to the west of the subject site) will be signalised as part of the AMCOR redevelopment. According to GTA, these signals would increase the number of gap opportunities for vehicles wishing to exit peripheral roads and enter Heidelberg Road, including the intersection of Parkview Road.

We are satisfied with the SIDRA modelling undertaken by WSP and the previous gap acceptance analysis undertaken by GTA Consultants in relation to the post development traffic operation of the Parkview Road/Heidelberg Road intersection.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – Parkview Road	The 6.1 metre wide entrance satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	A pedestrian sight triangle for the exit lane has not been provided as required by *Design standard 1 – Accessways* of Clause 52.06-9. The provision of convex mirrors in lieu of the splays is acceptable.
Headroom Clearance	A headroom clearance of 4.1 metres at the development entrance complies with AS/NZS 2890.1:2004. The minimum headroom clearance measured from the surface of the ramp to the underside of the ground floor slab has not been provided.
Internal Ramped Accessways	The 6.1 metre wall-to-wall width of the internal ramp satisfies AS/NZS 2890.1:2004.
Car Parking Modules and Mechanical Parking	
At-Grade Parking Spaces	The dimensions of the parking spaces (2.6 metres by 4.9 metres) satisfy *Design standard 2 – Car parking spaces*.
Tandem Parking Sets	The lengths of the tandem parking sets have been provided at 10.3 metres, which satisfy *Design standard 2*.
Accessible Parking Space	None provided.
Aisles	The 6.4 metre wide aisles satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	The columns have been set back from the aisles by 250 mm as per *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9. Column depths have not been dimensioned.
Clearances to Walls	Not dimensioned on the drawings.
Blind Aisle Extensions	The blind aisle extensions satisfy AS/NZS 2890.1:2004.
Car Stacker device	Model and type of stackers have not specified on the drawings.
Floor to Ceiling Height	A floor to ceiling height of 4.12 metres has been provided.

Vehicle Clearance Height	Not known as stacker model and type has not been identified.

Item	Assessment
Gradients	
Ramp Grade for First 5.0 metres inside Property	The grade of the first 5.0 metres inside the property is flat.
Ramp Grades and Changes of Grade	The ramp grades and the changes of grade for the ramped accessway and the internal ramps satisfy *Design standard 3*.
Transition Grade at the Base of the 1 in 4 Ramp Section	The 1 in 6.7 transition grade at the base of the 1 in 4 ramp section has been provided with a length of 2.5 metres – satisfactory for a B99 design vehicle.
Other Items	
Loading Arrangements	Details of loading and delivery of goods at the site have not been discussed in the submitted traffic report.
Ground Clearance – Proposed Vehicle Crossing	A vehicle crossing ground clearance check is to be undertaken by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Design Items to be Addressed*' section).
Vehicle Swept Path Movements Space 1 PS116887 SK020*	The swept path diagrams for a B85 design vehicle entering and exiting space 1 are considered satisfactory.
Vehicle Swept Path Movements Blind Aisle End Spaces 20 and 69 PS116887 SK021 PS116887 SK022	The swept path diagrams for the B85 design vehicle entering and exiting the blind aisle end spaces 20 and 69 are considered satisfactory.
Vehicle Swept Path Movements Stacker Spaces 103/104 PS116887 SK023	The swept path diagrams for the B85 design vehicle entering and exiting the end stacker platform (spaces 103/104) are considered satisfactory.
Vehicle Passing Movements B99 and B85 Design Vehicles PS116887 SK024	The swept path diagrams for a B85 design vehicle and an oncoming B99 design vehicle entering and exiting the development entrance and internal ramp are considered satisfactory.
Waste Collection Vehicle Movements PS116887 SK025 PS116887 SK026	The swept path diagrams for a 6.35 metre long waste collection vehicle entering and exiting the site and circulating within the development are considered satisfactory.

* WSP swept path diagram drawing number.

Design Items to be Addressed

Item	Details
Headroom Clearance above Internal Ramp	A section drawing of the internal ramp should be prepared, showing the minimum headroom clearance measured perpendicular from the surface of the ramp to the underside of the ground floor slab.
Accessible Parking Space	The applicant is to check whether an accessible parking space is required for this development.
Column Depths and Setbacks	The depths of the columns are to be dimensioned on the drawings. The positions of the columns must not encroach the parking space clearance envelope as required in *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9.
Clearances to Walls	To be dimensioned on the drawings. Clearances must be no less than 300 mm as specified in *Design standard 2*.
Car Stacker Device	Specifications on the stacker type and model are to be submitted.
Vehicle Clearance Height	To be provided once the stacker model and type is identified.
Loading Arrangements	Details are to be provided on how goods are to be transported, loaded and distributed from the site. How will delivery vehicles be accommodated/parked?
Vehicle Crossing Ground Clearance Check	To assist the applicant, a Vehicle Crossing Information Sheet has been appended to this memo. The ground clearance check requires the applicant to obtain a number of spot levels which includes the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement – in this case, on Parkview Road. These levels are to be shown on a cross sectional drawing, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access into and out of the development. Providing the ground clearance check early in the design phase can also determine whether further modification works are required, such as lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.
Vehicle Crossing Design and Dimensions	The proposed vehicle crossing must be designed in accordance with Council's Standard Drawings and be dimensioned on the drawings. The distance between the vehicle crossing and the nearest road intersection must also be dimensioned on the drawings.

INFRASTRUCTURE ITEMS

Item	Details
Parkview Road	
Principal Pedestrian Entrance	The Ground Floor Plan shows the pedestrian entrance to be located directly in front of the plantation area. Footpath paving is to be constructed immediately in front of the principal pedestrian entrance. Please see appended diagram 'Parkview Road Mark-ups'.
Electrical Pole – East Footpath of Parkview Road	Footpath paving is to be constructed to provide adequate clearance from the electrical pole (min. 1.2 m). Please see appended diagram. 
Corner Splay – Parkview Road and Heidelberg Road	The existing corner splay at the south east corner of the Parkview Road/Heidelberg Road intersection is deemed to be a 'road' and Public Highway for the purposes of the *Local Government Act* 1989 and the *Road Management Act* 2004, regardless of the splay's ownership on title. The dedication of land as a Public Highway can either be done expressly or be inferred from the conduct of a landowner (in this case, when the building on the property was constructed, the original landowner had intentionally provided the splay for use by the public). The splay within the property was constructed and is maintained by Council. The evidence is clear that the splay had been accepted by the public over several years and has been repeatedly and continuously used by pedestrians. The building must not encroach the splay at ground level. 

Item	Details
Park Avenue	
Tree Protection	Tree protection zone is to be implemented in Park Avenue. Trees on Park Avenue significantly extend into property boundary. Tree roots could cause an issue when reconstructing the channel on the west side of Park Avenue.
Corner Splay – Park Avenue and Heidelberg Road Intersection	Unlike the corner splay at the Parkview Road/Heidelberg Road intersection, the splay at the corner of Parkview Road and Heidelberg Road is a clearly defined setback area within the property (and does not form park of the 'road'). It is recommended that this splay remains open (or transparent) to improve pedestrian sight lines as this corner forms an acute angle.
Public Lighting	
Electrical Pole with Transformer East Side of Parkview Road	On Parkview Road, the electrical pole (No. AO14453) has an existing transformer. The applicant is to liaise with the relevant power authority in relation to minimum clearances to be maintained from the transformer.
Light Spillage	The applicant must ensure that light from existing public lights does not spill into the windows of the new dwellings. Any shielding or baffling required shall be provided and funded by the Permit Holder.
Other Items	
Gas Infrastructure – Parkview Road	The existing gas meter that services the property is located within the plantation area on east footpath of Parkview Road (just outside the property boundary). This gas meter will need to be removed once development works commence. 

Attachment 8 - PLN19 0911 - 700 - 718 Heidelberg Road Alphington - Engineering comments

ENGINEERING CONDITIONS
Civil Works

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

- The kerb and channel along the property's Parkview Road, Heidelberg Road and Park Avenue road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Parkview Road, Heidelberg Road and Park Avenue road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The full carriageway width of Parkview Road, extending from Heidelberg Road to the property's southern boundary, must be profiled (grinded to a depth of 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- All redundant vehicle crossings must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- All redundant property drain outlets within the road frontages of the site are to be removed at the Permit Holder's cost.

Vehicle Crossing

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

- In accordance with any requirements or conditions imposed by Council.
- Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
- At the Permit Holder's cost; and
- To the satisfaction of Council.

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

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

Discharge of Water from Development

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

- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

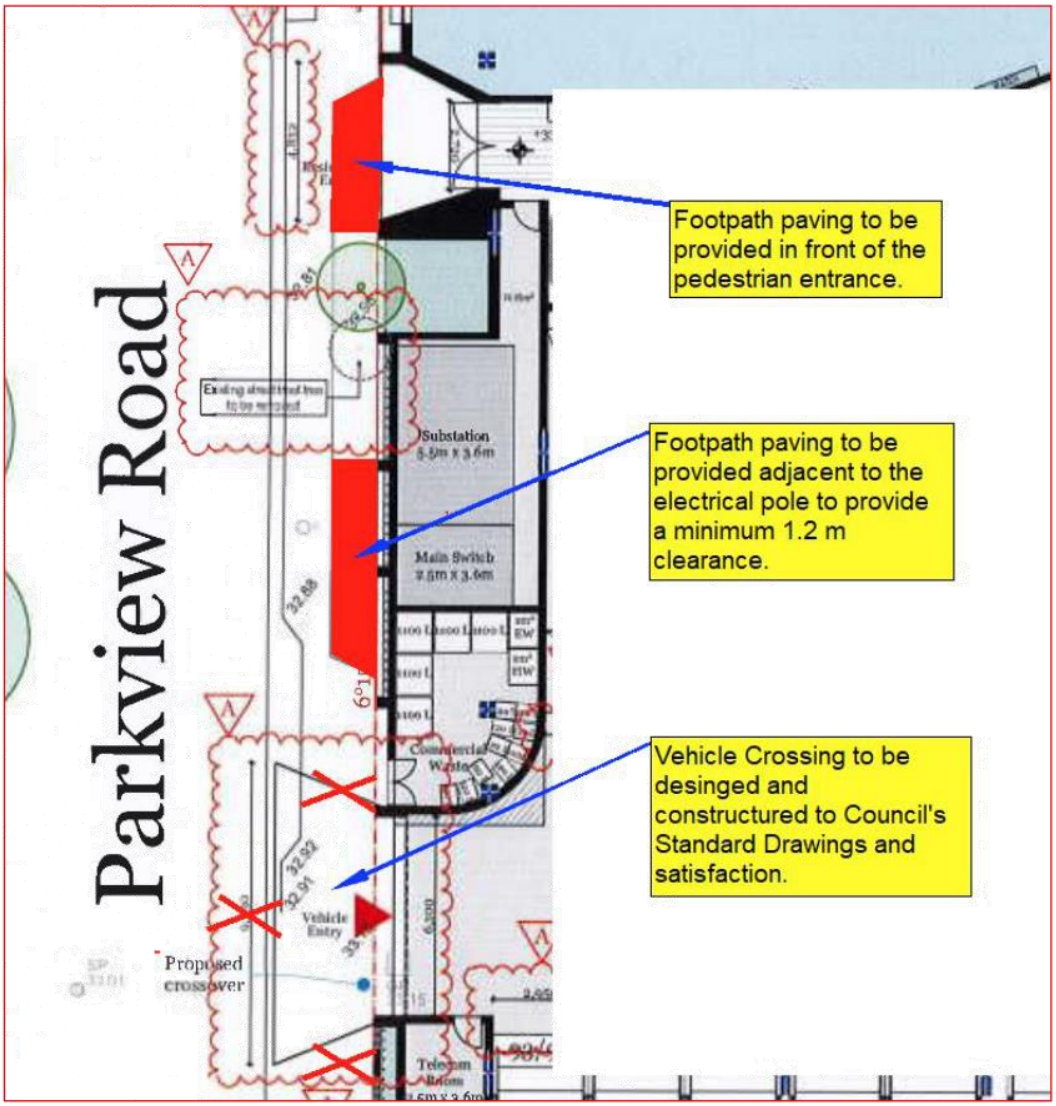
Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

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

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.
Clearance to Electrical Assets	Overhead power lines run along the west side of east side of Parkview Road, close to the property boundary. The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs
Preparation of Detailed Engineering Design Drawings.	The developer must prepare and submit detailed engineering design drawings of all road infrastructure works associated with this development for assessment and approval.

Parkview Road Mark-ups



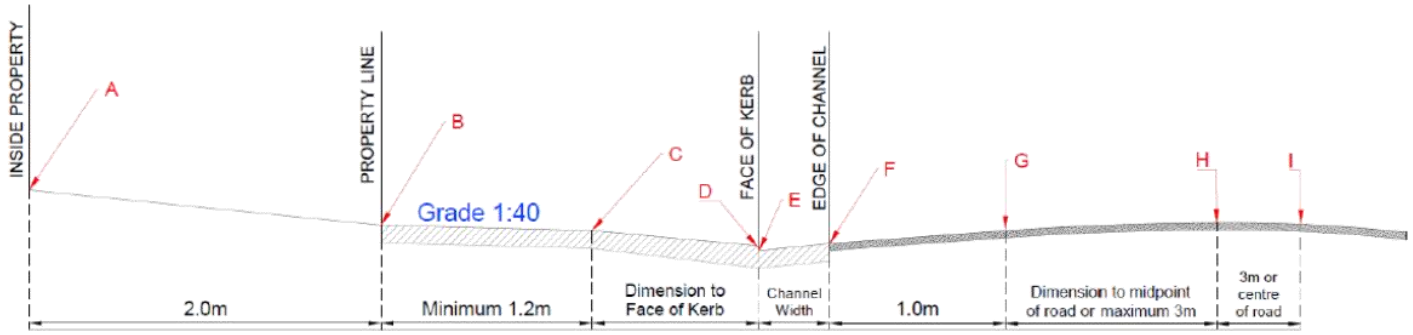
Attachment 8 - PLN19 0911 - 700 - 718 Heidelberg Road Alphington - Engineering comments

Vehicle Crossing – Cross Section

The designer is to submit a 1:20 scale cross section for each proposed vehicle crossing showing the following items:

A. Finished floor level 2.0 metres inside property
B. Property line surface level
C. Surface level at change in grade (if applicable)
D. Bullnose (max height 60mm) – must be clearly labelled
E. Surface level at the bottom of the kerb
F. Surface level at the edge of channel
G. Road level 1.0 meter from the edge of channel
H., I. Road levels

- Please note the cross section must be fully dimensioned. As shown in the sketch below.
- Please show both the existing and proposed surface.
- The maximum allowable cross-fall between points B and C is 1:40 (2.5%).
- A bullnose (max 60mm) is permitted at point D, however not compulsory.
- The levels shown must be exact reduced levels, to three decimal points. Interpolation of levels is not acceptable.
- The designer must demonstrate that an 85th or 99th percentile vehicle profile can traverse the design cross section as per the Australian/New Zealand Standard ground clearance template (AS/NZS 2890.1:2004).
- Significant level changes to the existing footpath level B to C will require additional level design either side of the proposed crossing.
- Please include any additional levels or changes in grade that are not shown in the diagram.



Attachment 9 - PLN19/0911 - 700-718 Heidelberg Rd, Alphington - 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.

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category Non-r*esidential 1. 1,000m^2 or greater*.

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

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

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

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice.

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



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Attachment 9 - PLN19/0911 - 700-718 Heidelberg Rd, Alphington - ESD Referral comments

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

Assessment Summary:

Responsible Planner:	Julian Larkins
ESD Advisor:	Gavin Ashley
Date:	20.03.2020
Subject Site:	PLN19/0911 700-718 Heidelberg Road, Alphington VIC 3078
Project Description:	8 storey building comprising of a basement car park, ground floor retail and mixed-use amenities and 7 levels of residential apartments.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	- Sustainability Management Plan (SMP) Report [9.12.19], Intrax Projects - Architectural Plans [31.01.20], DKO Architects

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

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

(1) Applicant ESD Commitments:

- Preliminary thermal performance assessment has been done for the building.
- Water efficient fixtures and taps.
- Metering and monitoring strategy applied.
- Rain water collection, storage and reuse for retail areas toilet flushing and building's garden irrigation
- The development shall have measures to reduce potable water consumption during fire systems testing
- 10% improvement in required BCA insulation for retail areas
- Energy efficient lighting 20% improvement on NCC lighting power densities, and LEDs used throughout.
- 4kw rooftop Solar PV system.
- Hot water system to be central, gas driven with 84% efficiency.
- CO sensors are used for carpark ventilation control
- Motion sensors are used for external lighting control
- A STORM report with a 101% STORM score has been submitted that demonstrates best practice and relies on ~1,035 m^2 of roof connected to an 8,000-litre rainwater tank used for irrigation and the flushing of (GF) toilets. In addition, 830 m^2 of balconies is to be directed to a raingarden for treatment, and another 190 m^2 of impervious surface directed to a permeable nature strip.
- Natural ventilation via operable windows to all main spaces.
- No hazardous waste shall be used in construction materials.
- Low Volatile Organic Compound (VOC) paints, carpets and adhesives
- The development provides electric vehicle infrastructure in the basement area
- Provision of 15 bicycle spaces for tenancies and residents, and 12 spaces for visitors.
- An operational Waste Management Plan has been provided.
- 27% of the building footprint is covered with vegetation. Vegetation is expected on all levels with the majority in ground floor and level 1 front areas.
- A Green façade is incorporated on Ground Floor (refer to west elevation) .

Attachment 9 - PLN19/0911 - 700-718 Heidelberg Rd, Alphington - ESD Referral comments

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



(2) Application ESD Deficiencies:

- Recommend significantly increasing the solar generation capacity to meet the potential in terms of orientation and roof area.
- Increase the provision of bicycle parking with a target of 1:1 for bike parks to apartments
- Provide end of trip facilities to support workers of retail tenancies
- Commit to the provision of a building Users Guide to optimise usability and performance of building.

(3) Outstanding Information:

- Clarify provision of operable windows for GF commercial space.
- Provide an updated assessment of effective ventilation against the BESS standard including an update to ventilation diagrams to include the whole of living areas in the single sided depth calculation. Kitchens should be included as part of living areas.
- Provide daylight modelling and analysis to identify DF% across the development. (SMP, p.30 + 45)
- Identify proportion of apartments with adequate external views.
- Confirm use of low VOC, PVC and Formaldehyde building products.
- Provide analysis to identify reduction in GHG emissions over reference building.
- Confirm approach to water metering.
- Provide details around material procurement in terms of recycled and reused materials.
- Provide details around procurement of certified timber products.
- Provide an assessment of local car share opportunities
- Identify the location of EV infrastructure on basement plans.
- Provide a construction Waste Management Plan that identifies strategies for reducing construction waste or firm commitment of recycling >80% of construction waste.
- Provide an operational Waste Management Plan that identifies waste generation, storage capacity and management of development. Identify strategies for collecting organic waste as part of the plan.
- Justify the provision of space, and identify a strategy for green waste within the operational Waste Management Plan (see above).

(4) ESD Improvement Opportunities

- Consider additional shading treatments for the NW corner of the building where apartments 3G/F/N are located, in addition to bedrooms exposed along the northern façade (LV 4 to 6) to mitigate heat gain in bedrooms.
- Consider using a heat pump as part of going all electric for the building.
- Consider conducting an LCA to identify and manage high-impact, carbon intensive materials including responsible steel manufacturing and recycled content in concrete.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.
- Consider providing details regarding tuning and maintenance of building systems.

Further Recommendations:

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

1. Indoor Environment Quality (IEQ)

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Openable windows to all bedrooms and main areas in apartments creating cross and single sided natural ventilation. No information provided for GF commercial tenancies.	Clarify provision of operable windows for GF commercial space. Provide an updated assessment of effective ventilation against the BESS standard including an update to ventilation diagrams to include the whole of living areas in the single sided depth calculation. Kitchens should be included as part of living areas.	3
Daylight & Solar Access	A *daylight access mark-up* has been provided that identifies the depth of rooms and the BESS report mentions DF, however is unclear and no modelling has been provided to support.	Provide daylight modelling and analysis to identify DF% across the development. (SMP, p.30 + 45)	3
External Views	No information has been provided.	Identify proportion of apartments with adequate external views.	3
Hazardous Materials and VOC	Identified as an ESD initiative, however no information provided.	Confirm use of low VOC, PVC and Formaldehyde building products.	3
Thermal Comfort	Mixed mode; ventilation, double glazing and insulation.	Consider additional shading treatments for the NW corner of the building where apartments 3G/F/N are located, in addition to bedrooms exposed along the northern façade (LV 4 to 6) to mitigate heat gain in bedrooms.	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: 1. Indoor Environment Quality
Good Environmental Choice Australia Standards www.geca.org.au
Australian Green Procurement www.greenprocurement.org
Residential Flat Design Code www.planning.nsw.gov.au
Your Home www.yourhome.gov.au

2. Energy Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	No Section J analysis has been provided. The BESS Deem to Satisfy (DtS) method has been submitted with a minimum 10% improvement upon BCA insulation requirements.	Satisfactory.	1
Thermal Performance	No information on energy reduction due to thermal performance has been provided, however the apartments achieve an average NatHERS score of 7.1 stars.	Satisfactory	1
Greenhouse Gas Emissions	Reduction in GHG emissions claimed as an outcome of design, however no calculations have been provided to support.	Provide analysis to identify reduction in GHG emissions over reference building.	3
Hot Water System	Hot water system to be central, gas driven with 84% efficiency.	Consider using a heat pump as part of going all electric for the building.	4
Peak Energy Demand	No information has been provided.	-	
Effective Shading	Balconies along the north and west facades act as shading devices for apartments below, with articulated plinths providing additional shade.	Satisfactory. However, see above for comments regarding additional shading treatments for bedrooms not 'shaded' by balconies.	3
Efficient HVAC system	The BESS Report identifies heating as a 4-star reverse cycle space system, and cooling through a 5-star refrigerated space system. (SMP, 24)	Satisfactory	1
Car Park Ventilation	CO monitoring has been identified for the carpark.	Satisfactory	1
Efficient Lighting	Illumination power density is 20% lower than the BCA requirements with LEDs used throughout.	Satisfactory.	1
Electricity Generation	A 4kW rooftop Solar PV system has been proposed, but no generation rates provided.	Recommend significantly increasing the solar generation capacity to meet the potential in terms of orientation and roof area.	2
Other	-	-	

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 2. Energy Efficiency
House Energy Rating www.makeyourhomegreen.vic.gov.au
Building Code Australia www.abcb.gov.au

Window Efficiency Rating Scheme (WERS) www.wers.net
Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au
Energy Efficiency www.resourcesmart.vic.gov.au

3. Water Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Minimum WELS star rating of fixtures: • Taps: 5 star • Toilets: 4 star • Showers: 4 star • Dishwashers 3 star • Urinals: n/a	Satisfactory.	1
Water for Toilet Flushing	Approximately 1,035 m² of rooftop to be collected in an 8,000-litre rainwater tank for irrigation and flushing of toilets on ground floor.	Satisfactory. Consider increasing storage capacity to service apartment or townhouse toilet flushing as well.	3
Water Meter	The development is to have individual utility meters for apartments, common areas and retail tenancies.	Confirm approach to water metering.	3
Landscape Irrigation	Water sensitive landscape design to reduce consumption of water, with stormwater irrigation provided.	Satisfactory.	1
Other	-	-	

*** Council Assessment Ratings:**

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

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

4. Stormwater Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM report with a 101% STORM score has been submitted that demonstrates best practice and relies on ~1,035 m² of roof connected to an 8,000-litre rainwater tank used for irrigation and the flushing of (GF) toilets.	Satisfactory.	1
Discharge to Sewer	No information has been provided.	-	-
Stormwater Diversion	In addition to water storage and reuse (above), 190 m² of impervious surface directed to a permeable nature strip.	Satisfactory.	1
Stormwater Detention	No information has been provided.	-	-
Stormwater Treatment	830 m² of balconies is to be directed to a raingarden for treatment.	Satisfactory.	1
Others	-	-	-

*** Council Assessment Ratings:**

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

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

5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No information has been provided.	Provide details around material procurement in terms of recycled and reused materials.	3
Embodied Energy of Concrete and Steel	No information has been provided.	Consider conducting an LCA to identify and manage high-impact, carbon intensive materials including responsible steel manufacturing and recycled content in concrete.	4
Sustainable Timber	No information has been provided.	Provide details around procurement of certified timber products.	3
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	No information has been provided.	Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.	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: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Car parking for 87 cars proposed in basement, with an additional 17 spaces at ground floor.	Satisfactory.	
Bike Parking Spaces	Provision of 15 bicycle spaces for tenancies and residents, and 12 spaces for visitors.	Increase the provision of bicycle parking with a target of 1:1 for bike parks to apartments	2
End of Trip Facilities	End of trip facilities have not been provided for ground floor retail tenancies.	Provide end of trip facilities to support workers of retail tenancies	2
Car Share Facilities	No information has been provided.	Provide an assessment of local car share opportunities	3
Electric vehicle charging	The development claims the provision electric vehicle infrastructure in the basement area however is not identified on the plans.	Identify the location of EV infrastructure on basement plans.	3
Green Travel Plan	A Green Travel plan has not been provided.	Satisfactory for a predominantly residential development	1

*** Council Assessment Ratings:**

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

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

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	The submission of a construction Waste Management Plan is proposed.	Provide a construction Waste Management Plan that identifies strategies for reducing construction waste and commitment of recycling >80% of construction waste.	3
Operational Waste Management	An operational Waste Management Plan has not been provided.	Provide an operational Waste Management Plan that identifies waste generation, storage capacity and management of development. Identify strategies for collecting organic waste as part of the plan.	3
Storage Spaces for Recycling and Green Waste	Waste storage areas are provided in the basement (x2) and beside the townhouses with space for recycling. Green waste not mentioned.	Justify the provision of space, and identify a strategy for green waste within the operational Waste Management Plan (see above).	3
Others	-	-	-

*** Council Assessment Ratings:**

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

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

8. Urban Ecology

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	N/A
Maintaining / Enhancing Ecological Value	27% of the building footprint is covered with vegetation. Vegetation is expected on all levels with the majority in ground floor and level 1 front areas.	Provide Landscape Concept Plan detailing soil depth and planting schedule.	1
Heat Island Effect	No information has been provided.	Satisfactory based on vegetation provision.	1
Other			
Green wall, roofs, facades	No information has been provided.	Satisfactory	1

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 8. Urban Ecology
Department of Sustainability and Environment www.dse.vic.gov.au
Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
Greening Australia www.greeningaustralia.org.au
Green Roof Technical Manual www.yourhome.gov.au

9. Innovation

Objective:

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

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

*** Council Assessment Ratings:**

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

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

10. Construction and Building Management

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	No information has been provided.	Consider providing details regarding tuning and maintenance of building systems.	4
Building Users Guide	No information has been provided.	Commit to the provision of a building Users Guide to optimise usability and performance of building.	2
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider head contractor to have ISO 14001 accreditation or similar.	1
Construction Management Plan	No information has been provided.	Provide a construction Waste Management Plan that identifies strategies for reducing construction waste and commitment of recycling >80% of construction waste.	3
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 10. Construction and Building Management
ASHRAE and CIBSE Commissioning handbooks
International Organization for standardization – ISO14001 – Environmental Management Systems
Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

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



Applicant Response Guidelines

Project Information:

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

Environmental Categories:

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

Objectives:

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

Issues:

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

Assessment Method Description:

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

Benchmarks Description:

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

How does the proposal comply with the benchmarks?

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

ESD Matters on Architectural Drawings:

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

Attachment 10 - PLN19-0911 - 700-718 Heidelberg Road Alphington - Strategic Transport comments

Planning Referral

To:	Julian Larkin
From:	Julian Wearne
Date:	27/03/2018
Subject:	Strategic Transport Comments
Application No:	PLN19/0911
Description:	Construction of buildings and works for an 8-storey mixed use building, construction of two or more dwellings on a lot, use of the land for dwellings, removal of party wall easements, and reduction of car parking requirements.
Site Address	700-718 Heidelberg Road, Alphington

I refer to the above Planning Application referred on 26/03/2020, and the accompanying Traffic report prepared by WSP in relation to the proposed development at 700-718 Heidelberg Road, Alphington. Council's Strategic Transport unit provides the following information:

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

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	80 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	18 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	8 visitor spaces.	
Retail premises (other than specified in this table)	700 sqm	1 employee space to each 300 sqm of leasable floor area	2 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	1 visitor spaces.	
Bicycle Parking Spaces Total			**18 resident / employee spaces**	**18 resident / employee spaces**
			9 visitor spaces	**8 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**0 showers / change rooms**	**0 showers / change rooms**

The development meets the statutory requirement for resident/employee spaces but falls short 1 visitor space below the statutory requirements of the planning scheme.

Attachment 10 - PLN19-0911 - 700-718 Heidelberg Road Alphington - Strategic Transport comments

Adequacy of visitor spaces
8 spaces are noted as visitor bicycle parking spaces. The provision of the visitor spaces is inadequate for the following reasons:

- 8 spaces does not meet the statutory requirement of 9 spaces it does not cater for Yarra's current or predicted future cycling demand. It is recommended 20 visitor spaces should be provided for the following reasons:
  - No visitor car parking appears to be provided onsite (all car parking is located within a secure car park);
  - Council's best-practice rate recommends a rate of 0.25 visitor spaces to each dwelling[1] and the statutory rate for other uses.
  - However it is recognised that the peak residential visitor requirement is not expected to coincide with the peak demand for the retail uses.
- It does not appear the visitor bike parking has been designed with adequate clearance to allow 8 bikes to be parked.
  - Pursuant to AS2890.3 requirements the racks should provide 600mm clearance from the wall, and 1m clearance between racks.
  - However some manufacturers recommend smaller clearances than AS2890.3 requirements.
  - Whilst the applicant has not specified which bike parking device is to be installed, based on the appearance shown on the plans it appears to be a Cora 'Expo 3606'. The manufacturer recommends 400mm clearance from the nearest wall and 800mm clearance between racks.
  - The applicant must indicate which rack is being provided so a proper assessment can be made regarding clearances. *Not all manufacturers recommendations are acceptable.*

Given the above concerns, the applicant should provide 20 visitor spaces in locations easily accessible to visitors of the site; and with appropriate clearances. It is understood the Urban Design team has recommended a set number of bike hoops (2 spaces per hoop) should be accommodated on the Heidelberg Road frontage. All additional visitor bike parking should be located within the title boundaries or be otherwise located to the Council's satisfaction.

Adequacy of employee spaces
Number of spaces
Whilst the proposal meets the statutory requirement to provide 18 resident/employee spaces, it is noted:

- the subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and
- both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- Given the above, best-practice requires a rate of 1 space to each dwelling[2] plus the statutory rate for the retail use. However, it is acknowledged the peak employee demand is unlikely to coincide with the peak resident demand. Therefore, it is recommended a minimum of 80 resident/employee spaces be provided.
- It is recommended a further reduction in car parking spaces is sought to provide additional bicycle parking spaces.

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

- Resident/employee bicycle parking is provided outside and exposed to the elements. This will strongly discourage cycling in inclement weather and is inappropriate for long term bike storage.

[1] *Category 6 of the SDAPP offers the following for best-practice guidance for resident bicycle parking rates: "Residential developments should provide 0.25 visitor spaces per dwelling"*
[2] *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."*

Attachment 10 - PLN19-0911 - 700-718 Heidelberg Road Alphington - Strategic Transport comments

Recommendation for resident/employee spaces
Given the concerns noted above, the applicant should provide 80 resident/employee spaces in a maximum of two secure weather-proofed bicycle storage facilities. These storage facilities should have good access to lifts or other building entrances. A minimum of 20% of spaces must be horizontal at-grade spaces. All spaces should meet AS2890.3 accessway and clearance requirements or otherwise be to the satisfaction of the Responsible Authority.

Electric vehicles / share cars / other relevant topics?
Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Additionally, the submitted Sustainability Management Plan (SMP) indicates an EV charging will be facilitated on-site; however there does not appear to be any notations showing the location of the EV charging facilities.

The location of the EV charging bay must be marked on the plans; further to allow for easy future expanded provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. To allow for easy future provision of electric vehicle integration throughout the car parking areas, all residential car parking areas within the development should be set up to be 'electric vehicle ready'. Provision of the below infrastructure will enable individual tenants to easily install a single charging unit and individual circuit wiring to the distribution board for their designated parking space.

The following should be installed for this purpose:

- One or more distribution boards within the residential car parking areas, with capacity for the future installation of 2 pole Residual Current Circuit Breakers with Overcurrent Protection (RCBOs) sufficient to supply 1 x 7kW (32amps) electric vehicle charger for each parking space;
- A scalable load management system, to ensure electric vehicles are only charged when the building electrical load is below the nominated peak demand. Building electrical peak demand calculations can therefore be undertaken using the assessment methodology (AS/NZS3000:2018, clause 2.2.2.b.i), thus not increasing building electrical peak demand requirements beyond business as usual;
- Wiring from the main switchboard to the distribution boards, and cable tray to hold future individual outgoing circuits to electric vehicle chargers; and
- Electric vehicle bays located in highly visible, priority locations, to ensure tenants are aware, encouraged and have an incentive to shift to an EV. Bays are marked as 'EV Ready' even where no chargers are yet installed to communicate the users that they are able to relatively easily able to transition to an EV.

Recommendations
The following should be shown on the plans before endorsement:

1. A minimum of 20 visitor bike parking spaces in locations easily accessible to visitors of the site. All spaces must meet AS2890.3 clearance and accessway requirements or be otherwise to the satisfaction of the Responsible Authority. A number of spaces should be accommodated within the Heidelberg Road footpath, as per recommendations by the Urban Design team.
2. A minimum of 80 resident/employee spaces in a maximum of two secure weather-proofed bicycle storage facilities. These storage facilities should have good access to lifts or other building entrances. A minimum of 20% of spaces must be horizontal at-grade spaces. All spaces should meet AS2890.3 accessway and clearance requirements or otherwise be to the satisfaction of the Responsible Authority.
3. A number of EV charging bays should be installed, as per the applicants Sustainability Management Plan. The residential car parking areas should also be future-proofed to allow expanded EV charging facilities. The following should be installed for this purpose:
    a. One or more distribution boards within the residential car parking areas, with capacity for the future installation of 2 pole Residual Current Circuit Breakers with Overcurrent

Attachment 10 - PLN19-0911 - 700-718 Heidelberg Road Alphington - Strategic Transport comments

Protection (RCBOs) sufficient to supply 1 x 7kW (32amps) electric vehicle charger for each parking space;

b. A scalable load management system, to ensure electric vehicles are only charged when the building electrical load is below the nominated peak demand. Building electrical peak demand calculations can therefore be undertaken using the assessment methodology (AS/NZS3000:2018, clause 2.2.2.b.i), thus not increasing building electrical peak demand requirements beyond business as usual;
c. Wiring from the main switchboard to the distribution boards, and cable tray to hold future individual outgoing circuits to electric vehicle chargers; and
d. Electric vehicle bays located in highly visible, priority locations, to ensure tenants are aware, encouraged and have an incentive to shift to an EV. Bays are marked as 'EV Ready' even where no chargers are yet installed to communicate the users that they are able to relatively easily able to transition to an EV.

Regards

Julian Wearne

Sustainable Transport Officer
Strategic Transport Unit

Attachment 11 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Peer Review MEL Consultants wind comments

Larkins, Julian

From: Michael Eaddy <eaddy@melconsultants.com>
Sent: Friday, 13 March 2020 5:16 PM
To: Larkins, Julian
Subject: RE: PLN19/0911: 700-718 Heidelberg Rd, Alphington

Julian,

I have had a quick review of this report. It is better if I provide brief email advice as follows:

The advice to you at this stage:

- Based on the experience with environmental wind effects (and issues – Chat to Amy H) on the adjacent Yarra Bend site the proposed 8 storey should be wind tunnel tested and the wind conditions quantified against recognised wind criteria before design development/permit. The effectiveness of the in principle wind mitigation strategies suggested by Windtech should also be quantified.
- The 8 storey development is significant taller than the upstream residential housing for the strong and prevailing north sector wind directions.
- The massing of the development is along Heidelberg Road with minimal setback for the building height.

The wind tunnel study will need to examine:

- Existing Configuration wind conditions i.e. the wind conditions for the current building and surrounding buildings
- Proposed Configuration with existing surrounds
- Proposed Configuration with permitted and under construction surrounding buildings

A decision would need to be made for the buildings proposed on the Yarra Bend development that should be included for the existing surrounding buildings. There appears to be earthworks on the site near Heidelberg Road so these buildings may be existing/under construction.

Please call me to discuss the above.

Regards,

Michael Eaddy
BE ME PhD FIEAust, CPEng, NER, APEC Engineer, IntPE(Aus), RPEQ

M E L
CONSULTANTS

Melbourne Office
22 Cleeland Road
South Oakleigh
VIC 3167
AUSTRALIA
P: +61 3 8516 9680
D: +61 3 8516 9683
E: eaddy@melconsultants.com

From: Larkins, Julian <Julian.Larkins@yarracity.vic.gov.au>
Sent: Tuesday, 25 February 2020 3:42 PM
To: Michael Eaddy <eaddy@melconsultants.com>
Subject: RE: PLN19/0911: 700-718 Heidelberg Rd, Alphington

Attachment 11 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Peer Review MEL Consultants wind comments

Hi Michael

I confirm that this fee proposal is accepted

Many thanks and look forward to working with you

Kind regards

Julian Larkins
Co-Ordinator Statutory Planning
Statutory Planning

PO BOX 168 Richmond VIC
T (03) 9205 5456
E Julian.Larkins@yarracity.vic.gov.au
W yarracity.vic.gov.au
Follow us on Facebook, Instagram and Twitter

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.

From: Michael Eaddy [mailto:eaddy@melconsultants.com]
Sent: Monday, 24 February 2020 6:01 PM
To: Larkins, Julian <Julian.Larkins@yarracity.vic.gov.au>
Subject: RE: PLN19/0911: 700-718 Heidelberg Rd, Alphington

Hi Julian,
Again, attached is a proposal for the review.

Regards,

Michael Eaddy
BE ME PhD FIEAust, CPEng, NER, APEC Engineer, IntPE(Aus), RPEQ

Melbourne Office
22 Cleeland Road
South Oakleigh
VIC 3167
AUSTRALIA
P: +61 3 8516 9680
D: +61 3 8516 9683
E: eaddy@melconsultants.com

Attachment 11 - PLN19/0911- 700-718 Heidelberg Rd, Alphington - Peer Review MEL Consultants wind comments

From: Larkins, Julian <Julian.Larkins@yarracity.vic.gov.au>
Sent: Monday, 24 February 2020 11:16 AM
To: Michael Eaddy <eaddy@melconsultants.com>
Subject: PLN19/0911: 700-718 Heidelberg Rd, Alphington

Hi Michael,

I was hoping you could prepare a fee proposal for me to review potential wind impacts associated with a new development. Details of the development are as follows:

Application No.: PLN19/0911
Address: 700-718 Heidelberg Rd, Alphington
Description: ***Construction of buildings and works for an 8 storey mixed use building, construction of two or more dwellings on a lot, use of the land for dwellings, removal of party wall easements, and reduction of car parking requirements***

The applicants have submitted a wind report as attached.

I can forward all plans and other docs via hightail if required

If you have any queries or need any further information, please contact me.

Kind regards

Julian Larkins
Co-Ordinator Statutory Planning
Statutory Planning

PO BOX 168 Richmond VIC
T (03) 9205 5456
E Julian.Larkins@yarracity.vic.gov.au
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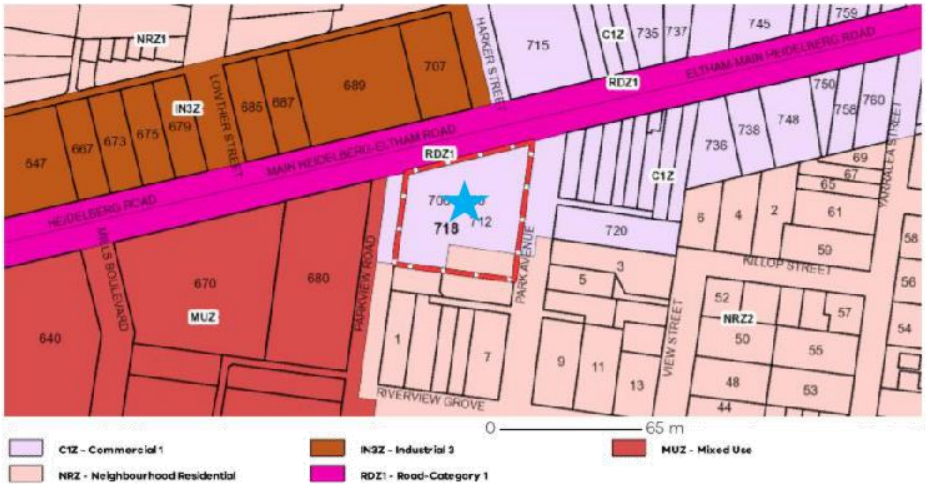
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ATTACHMENT 1

SUBJECT LAND: 700 – 718 Heidelberg Road Alphington





North

Subject Site

Attachment 13 - PLN19/0911 - 700-718 Heidelberg Rd, Alphington - Biodiversity comments

Larkins, Julian

From: Lupton, Craig
Sent: Wednesday, 1 April 2020 11:57 AM
To: Larkins, Julian
Cc: Williames, Glen
Subject: RE: PLN19/0911: 700-718 Heidelberg Rd, Fairfield

Hi Julian

Overall I'm satisfied that that most of the species in Landscape Planting Plan plant schedules are not invasive and therefore to do pose a threat local biodiversity values, with the exception of the following:

1. *Lomandra longifolia* 'Tanika' (LOM tan). This species is known to hybridise with the local *Lomandra longifolia* and pollute the local species gene pool. Please substitute with *Lomandra* 'shara' fluviatilis, *Lomandra filiformis* Wattle mat-rush (local provenance) or *Lomandra longifolia* (local provenance). The latter two species can be sourced from Victorian Indigenous Nurseries Co-operative (VINC) Nursey in Fairfield.

Kind Regards

Craig Lupton
Senior Biodiversity Officer
City Works Branch

PO BOX 168 Richmond VIC 3121
T (03) 9205 5727
M 0419 099 547
E craig.lupton@yarracity.vic.gov.au
W yarracity.vic.gov.au
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From: Williames, Glen
Sent: Friday, 27 March 2020 2:29 PM
To: Lupton, Craig <Craig.Lupton@yarracity.vic.gov.au>
Cc: Larkins, Julian <Julian.Larkins@yarracity.vic.gov.au>
Subject: FW: PLN19/0911: 700-718 Heidelberg Rd, Fairfield

Hi Craig,

1.2 PLN18/0442 - 291-295 Swan Street, Richmond - Part demolition, the construction of a seven storey building, the use of the land for a residential hotel (serviced apartments), food and drink premises and shop, a reduction in the car parking requirement and alterations to the access to a road in a Road Zone, Category 1 by removing the crossover to Swan Street.

Executive Summary

Purpose

1. This report provides an assessment for the proposal at No. 291-295 Swan Street, Richmond for the construction of a seven storey building, the use of the land for a residential hotel (serviced apartments), food and drink premises and shop, a reduction in the car parking requirement and alterations to the access to a road in a Road Zone, Category 1 by removing the crossover to Swan Street.

Key Planning Considerations

2. Key planning considerations include:
   (a) clause 15.01 – Urban Environment;
   (b) clause 21.05 – Built Form;
   (c) clause 22.02 – Heritage Guidelines for Sites Subject to the Heritage Overlay;
   (d) clause 22.05 – Interface Uses Policy;
   (e) clause 34.02 – Commercial 2 Zone;
   (f) clause 43.01 – Heritage Overlay;
   (g) clause 43.02 – Design and Development Overlay (Schedules 5 & 17);
   (h) clause 52.06 – Car Parking; and
   (i) clause 52.29 – Alteration of Access to a Road Zone, Category 1.

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Policy and strategic support;
   (b) Use;
   (c) Built Form and Heritage;
   (d) Internal Amenity;
   (e) Off-site Amenity;
   (f) Car parking, traffic, access and bicycle provision;
   (g) Waste Management and loading;
   (h) Other matters; and
   (i) Objector concerns.

Submissions Received

4. Twenty-nine (29) objections were received to the application, these can be summarised as:
   (a) Excessive height and massing;
   (b) Amenity Impacts (overlooking, overshadowing, visual bulk, noise from the rooftop venue);
   (c) Increased traffic and insufficient car parking;
   (d) Lack of integration with the existing heritage building;
   (e) Lack of affordable housing;
   (f) The use as a serviced ‘residential’ hotel is not in keeping with the purpose of the zone.

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 provision of a Hotel Management Plan, to oversee all operational details of the proposed residential hotel.

   (b) The provision of a Conservation Works Schedule to manage all reconstruction works to the heritage hotel.

CONTACT OFFICER: **Lara Fiscalini**
TITLE: **Principal Planner**
TEL: **9205 5372**

1.2 PLN18/0442 - 291-295 Swan Street, Richmond - Part demolition, the construction of a seven storey building, the use of the land for a residential hotel (serviced apartments), food and drink premises and shop, a reduction in the car parking requirement and alterations to the access to a road in a Road Zone, Category 1 by removing the crossover to Swan Street.

Reference: D20/127817
Authoriser: Coordinator Statutory Planning

Ward:	**Melba Ward**
Proposal:	**Part demolition, construction of a seven-storey building, use of the land for a residential hotel (serviced apartments), food and drink premises and shops, reduction in the car parking requirement and alterations to the access to a road in a Road Zone, Category 1.**
Existing use:	**Central Club Hotel**
Applicant:	**Mangomero Pty Ltd**
Zoning / Overlays:	**Commercial 2 Zone** **Heritage Overlay (HO285 – Former Central Club Hotel)** **Design and Development Overlay (Schedules 5 & 17)**
Date of Application:	**25 June 2018**
Application Number:	**PLN18/0442**

Planning History

1. Planning Permit no. 57813 was issued 26 August 1970 to have three advertising signs in Swan Street.

2. Planning Permit no. 1562 was issued 27 May 1980 for erecting two signs.

3. Planning Permit no. 1512 was issued 10 June 1980 for renovations and extensions to the central club hotel, drive-in bottle shop and car park for 10 spaces.

4. Planning Permit no. 1878 was issued 28 July 1981 for erecting a 1840mm x 1240mm double faced non-flashing illuminated sign.

5. Planning Permit no. 2591 was issued 5 September 1983 to construct a sky sign.

6. Planning Permit no. 2913 was issued 17 September 1984 to alter the layout of the existing hotel.

7. Planning Permit no. 7537 was issued 7 July 1994 for the purpose of constructing internal alterations to an existing hotel.

8. Planning Permit no. 97/1078 was issued 5 January 1998 for the purpose to erect and display an internally illuminated business sign.

9. Planning Application PL09/0831 for development of the land for the construction of buildings and works to the existing hotel, including part demolition and the construction of a six storey building and a reduction in the car parking requirements associated with the use of the site for dwellings and a shop was withdrawn on 16 August 2012.

10. Planning Permit PLN14/0685 was issued on 19 February 2015 for the removal of existing major promotion sign and construction and display of an electronic promotion sign.

Planning Scheme Amendments

Amendment VC148

11. On 31 July 2018, Planning Scheme Amendment VC148 was gazetted into the Yarra Planning Scheme (the Scheme). Amongst other changes, the Amendment deleted the State Planning Policy Framework (SPPF) and replaced it with a new integrated Planning Policy Framework (PPF) in Clauses 10 to 19 of the Scheme.

12. The introduction of VC148 amended Clause 52.06 (Car parking) so that the car parking rates of Column B applies if any part of the subject site is identified as being within the Principal Public Transport Network Area (PPTN). The subject site is located within the PPTN Area and, therefore, the Column B car parking rates now apply. This alteration to the car parking rates will be discussed in detail under clause 52.06 (Car Parking).

Amendment VC149

13. On 4 October 2019, Planning Scheme Amendment VC149 was gazetted into the Scheme. This amendment introduced new requirements for the assessment of overshadowing residential solar energy facilities. Specifically, this introduced a decision guideline in the C1Z to consider the impact of overshadowing of an existing rooftop solar energy facility on dwellings on adjoining lots in a GRZ, MUZ, NRZ, RGZ or TZ. Adjoining lots to the north are within the GRZ, however as they are located on the northern side of the site, there will be no overshadowing impacts from the proposed development to any of the abutting residential properties.

Amendment C236

14. On 22 November 2018, Planning Scheme Amendment C236 was gazetted into the Scheme, introducing an interim Design and Development Overlay (DDO); Schedule 17 to the DDO. Schedule 17, which relates to the Swan Street Activity Centre, introduced mandatory and preferred built form outcomes for the site, including height and setbacks. These outcomes will be discussed in detail later within this report.

15. In December 2019, the Minister for Planning approved an extension to the interim controls (Schedule 17 to Clause 43.02 – Design and Development Overlay) that have applied since 2018. The current requirements of this overlay cease to have effect after 26 November 2020.

Amendment C191

16. Amendment C191 proposes to implement the built form recommendations of the Swan Street Activity Centre Built Form Framework, through the introduction of Schedule 27 to the Design and Development Overlay (DDO27) on a permanent basis. Schedule 27 would result in the existing Schedule 17 being divided into four separate schedules, with Schedule 27 applying to 'Precinct 3 – Swan Street East' of the existing Schedule 17. The amendment also seeks to rezone all remaining C2Z land along Swan Street to C1Z. This rezoning is required to provide the opportunity for residential development along the length of Swan Street.

17. Amendment C191 has been exhibited and is currently being considered at an independent Panel Hearing (due to conclude on 2 September 2020). Until such time as the Panel has made its recommendation and Council adopts a final position on the amendment, will it be considered 'seriously entertained'. Therefore at this stage, little statutory weight can be given to Amendment C191.

18. Some of the mandatory and preferred built form outcomes included in the current interim DDO17 have altered in the amended version of the DDO27 before Panel. These include potential increases to upper level setbacks from Swan Street and Coppin Street, and a reduction in overall building height. These differences will be discussed later within the 'built form' section of this report.

Background

19. The application was lodged on 25 June 2018, with further information received on 26 September 2018. The application was advertised, with 29 objections received.

20. Whilst this process was occurring, Council sought and received advice from external urban design and acoustic consultants, as well as internal Council departments and advisors including Heritage, Engineering Services, Strategic Transport, City Works, Open Space and Environmental Sustainable Development.

21. Based on these referral comments, amended plans were submitted via Section 57A of the *Planning and Environment Act* 1987 (the Act) on 17 October 2019. These plans included the following changes to the development;
    (a) Increased setbacks of Levels 4 & 5 above the new section of the southern street wall from 2m to 3m;
    (b) Increased setback of Level 5 from the northern boundary from 5.77m to 8.77m;
    (c) Increased setback of Level 3 from the western boundary from 4.38m to 5m;
    (d) Internal rearrangements of these levels to accommodate the changes in setbacks; and,
    (e) Amendments to the architectural detailing and fenestration of the proposal.

22. The amended plans were re-referred to the external urban design consultant and Council's heritage advisor.

23. The amended plans were granted a discretionary exemption from advertising at Council's Development Assessment Panel on 13 November 2019, as the changes were not considered to result in any increased material detriment to surrounding sites.

24. A Planning Consultation meeting was held on 10 December 2019; this meeting was attended by the Permit Applicant, Council Officers and 4 Objectors.

25. Following this meeting and the receipt of further referral comments, a second set of amended plans were submitted under Section 57A of the Act on 9 June 2020. These plans included the following changes to the previous set of amended plans;
    (a) Increased setback of Level 3 from 1.665m to 5m behind the original heritage parapet;
    (b) Subsequent internal alterations to Suite 311, with the north-facing balcony of this suite fully enclosed;
    (c) The parapet height of the new section of building on the eastern side of the site increased marginally to align with the proposed reinstated heritage parapet addressing Swan Street;
    (d) Amendments to architectural detailing, fenestration, window location and design and materiality;
    (e) Acoustic glazing included on the upper-most level (this glazing was always proposed, however it was not clearly shown on the previous drawings);
    (f) Updated roof canopy to include a chamfered edge to the west;
    (g) The addition of stall boards to the retail tenancies addressing Swan Street at ground level; and,
    (h) The addition of skylights to the roof.

26. The amended plans were re-referred to the external urban design consultant and Council's Heritage advisor.

27. The amended plans were granted a discretionary exemption from advertising at Council's Development Assessment Panel on 19 June 2020, as the changes were not considered to result in any increased material detriment to surrounding sites.

28. A copy of these plans were circulated to all objectors prior to the IDAC meeting.

The Proposal

29. The application proposes part demolition of the existing building and construction of a seven-storey building to be used as a residential hotel, food and drink premises and shops. The key elements of the proposed development are as follows;

Use

30. 57 hotel rooms (56 x studio/1 bedroom & 1 x 2 bedroom), with an ancillary gym at roof level;
    (a) The hotel reception will operate from 7am-10pm each day;

31. 1 x food and drink premises (hotel) at ground level (143.6sqm of leasable floor area);
    (a) This premise will operate under the existing liquor license (31902386) as follows;
        (i) Monday to Saturday – 7am-1am the following morning except Good Friday Morning;
        (ii) Sunday: 10am-11pm;
        (iii) Good Friday: 12noon-11pm;
        (iv) Anzac Day (not being a Sunday): 12 noon and 1am the following morning.
    (b) Maximum 143 patrons.

32. 1 x food and drink premises (café) at roof level (106.7sqm of leasable floor area);
    (a) This premise will operate between the hours of 11am to 10pm;
    (b) Maximum 100 patrons;
    (c) This café will be available to hotel guests and the general public and will not be licensed.

33. 2 x shops at ground level, operating from 7am to 11pm each day (145sqm of leasable floor area – combined);

    Demolition:

34. Demolition of the following elements;
    (a) The entire single-storey addition to the east of the original building, including the function room, bottle shop, cool room and services;
    (b) A 3-storey section of the original building within the north-east corner of this structure, including the roof and 3 chimneys;
    (c) The external timber stairs and single-storey 'lean-to' structures attached to the northern wall of the original hotel;
    (d) Small sections of wall within the northern elevation of the hotel at all levels;
    (e) Sections of ground and first-floor walls along the eastern interface of the hotel;
    (f) All internal walls and infrastructure (i.e. bar, cool room, bedrooms etc.). (No permit required for internal demolition).

General Built Form:

35. The construction of an additional 3 levels above the retained heritage hotel, with additional built form of 7-storeys to the rear and within the eastern section of the site;

36. The building will extend to a height of 23.9m, with height including the lift core of 24.05m;

37. The additional section of street wall will extend along the Swan Street boundary at 4-storeys; matching the height of the existing façade;

38. The third-floor will be set back 5m from the Swan Street heritage façade and 5m from the Coppin Street frontage;

39. Above the new street wall, the fourth and fifth-floors will be set back 3m from Swan Street, with the sixth-floor setback increasing to 5.78m-7.88m from the facade;

40. Setbacks within the south-west corner will increase to 11.96m from the south and 16.56m from the west at the fourth, fifth and sixth-floors;

41. The eastern wall will abut the eastern boundary to its full height (7-storeys);

42. The ground to fourth-floors will be set back 5.77m from the northern boundary, with this setback increasing to 8.77m and 9.015m in the two levels above;

43. Images of the proposal are provided in Figures 1 & 2.



Figure 1: View from south-west corner of Swan Street facade



Figure 2: View from Coppin Street (north-west)

Ground floor

44. The ground floor will contain a central reception area, accessed via Swan Street, along with ancillary services to support the residential hotel (waste, storage, linen rooms etc.);

45. Two new shop tenancies are proposed, extending across the Swan Street frontage, with the hotel component wrapping around the south-west corner of the frontage, with entrances from Swan Street and Coppin Street;

46. A canopy will extend above the frontages to the retail premises, with a small canopy proposed above one of the Coppin Street entrances;

47. Car parking, bicycle parking and a loading bay will be provided within an under-croft arrangement at the rear of the site;

48. Vehicle access will be provided via a double-crossover (increased from the existing single crossover) on Coppin Street, with a driveway maintained adjacent to the northern boundary;

First to fifth-floors

49. These levels will contain all of the proposed hotel rooms, configured within the building envelopes outlined above;

50. A central lift/stair core will be located in the new section of building, with an open ‘void’ extending throughout all levels. A skylight will provide daylight to this void, with a vertical ‘green wall’ adjacent to this feature;

Sixth-floor

51. This level will contain a gym and roof terrace café;

52. Vegetation in the form of roof planters will surround this level, with a 2.8m high glazed acoustic screen extending along the northern and western perimeters of the terrace;

Roof

53. PV solar arrays are located on the roof, with a plant roof and lift core abutting the eastern boundary.

Car parking/bicycle parking

54. A total of 7 car parking spaces are proposed within the rear setback at ground level; 6 of these spaces are directly adjacent to the rear wall of the building, with 1 space proposed within an existing 'carriageway' easement in the north-east corner of the site;

55. A total of 16 bicycle spaces are proposed, adjacent to the Coppin Street entrance;

56. A loading bay is proposed within the undercroft area, adjacent to the car parking spaces;

57. Access to the rear portion of the site is proposed via a double crossover from Coppin Street, with the existing crossovers on Swan Street and Duke Street proposed to be removed.

Materials and finishes

58. As demonstrated in Figure 3; the building will appear as four distinct components based on the use of alternative materiality and colours;

59. The original hotel building will undergo conservation works, with the existing masonry painted grey. A new statue and entablature will be installed on the south-west corner of the roof (with these features based on previous heritage elements that have since been removed);

60. The original parapet will be reconstructed along the hotel roof;

61. The majority of the new four-storey street wall addressing Swan Street will be composed of brick tiles (midnight blue), with a metal clad canopy and off-white concrete for the stall boards at this level;
    (a) The three levels above will contain horizontal banding, composed of pre-cast concrete in a light-grey tone;
    (b) Mild steel hooded window reveals in 'charcoal satin' will surround all windows within the street wall;
    (c) The two levels above the street wall will be composed of vertical metal cladding, in contrasting shades of 'champagne satin' and 'nickel pearl matt'. Vertical stainless steel banding will be recessed between this cladding;
    (d) Windows within these levels will alternate between clear glazing and reeded cast spandrel glass;
    (e) The upper-most level will be composed of horizontal metal spandek sheeting, in powder coated 'silver satin'. The third floor section of wall above the heritage section of the façade will also be finished in this material/colour
    (f) A row of 3 windows in grey tint glazing will be located within the façade on the sixth floor;
    (g) Acoustic screening with a grey tint will extend along the southern and western perimeter of the roof top terrace.

62. It is noted that a large vertical sign with the word 'hotel' is shown on the render images proposed to be attached to the new street wall. This sign is not referenced in the application and subsequently a permit has not been formally sought for this sign. Given this, a condition will require the removal of this sign from this application, and an amendment to this planning permit to seek permission for the sign will be required.

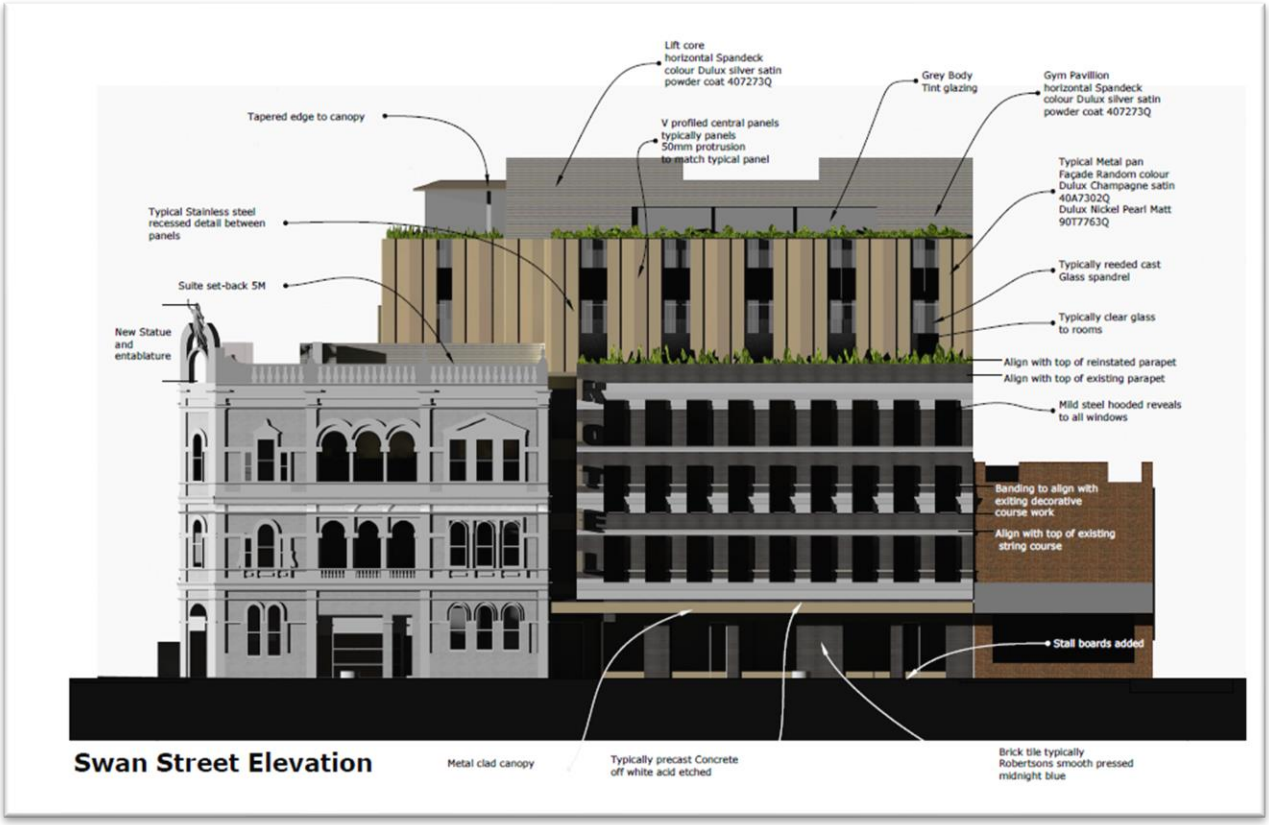


Figure 3: Materials and finishes

Environmental Sustainable Design features

63. The following commitments have been outlined in the Sustainable Management Plan provided with the application;
    (a) A 10% improvement on the minimum NCC required energy efficiency standard for the building fabric;
    (b) A STORM rating of 112% has been achieved which relies on a minimum of 655m2 of roof connected to a 20,000 litre tank and connected to toilets in areas of the building with 60 occupants for flushing, and an additional 10m2 of buffer strip to take runoff from the driveway;
    (c) A 9kWp solar photovoltaic system;
    (d) Energy efficient heating/cooling, lighting and hot water systems;
    (e) Acceptable daylight access to residential rooms;
    (f) Irrigation provided by rainwater, drip-irrigation to drought tolerant and/or indigenous species;
    (g) Landscaping on the rooftop and vertical green-walls.

Existing Conditions

Subject Site

64. The site is located on the northeast corner of the Swan Street and Coppin Street intersection, in Richmond. The site is irregular in shape, with a frontage to Swan Street of 41m and a northern boundary of 50.38m. The increased length of the northern boundary is due to a carriageway easement in the north-east corner; this easement allows vehicle access to Duke Street and extends behind the rear boundary of the adjacent site to the east (No. 301 Swan Street). The average site depth is 27m and the overall site area is approximately 1,246sqm.

65. The western section of the subject site comprises the 'Central Club Hotel', identified as 'individually significant' within Schedule 285 to the Heritage Overlay (HO285). The hotel was constructed c1885, with the following observations in relation to its significance reproduced from the *City of Yarra Heritage Review: Buildings Citations (Allom Lovell and Associates, 1998)* below;

> *The former Central Club Hotel is of local architectural significance. The hotel is a good example of the late 19th century Italianate Boom style, notable for its lively asymmetrical facade composition and florid Victorian Mannerist cement rendered decoration. The three-storey building is a significant local landmark in Swan Street.*

66. In 1958 the hotel was extended to the east to encompass a bottle shop and other single-storey built form. These buildings are located outside of the HO and are constructed hard-edge to Swan Street. At ground level, the hotel contains a bar and function room, with kitchen and services. Separate rooms providing accommodation are located within the upper levels of the hotel.

67. The hotel operates under a General Liquor Licence (31902386) from 7am to 1am each day (11pm Sunday) and allows a maximum of 300 patrons. The site has operated as a live music venue for a number of years.



Figure 4: Existing hotel view from Swan and Coppin Street intersection



Figure 5: Existing hotel view from east on Swan Street

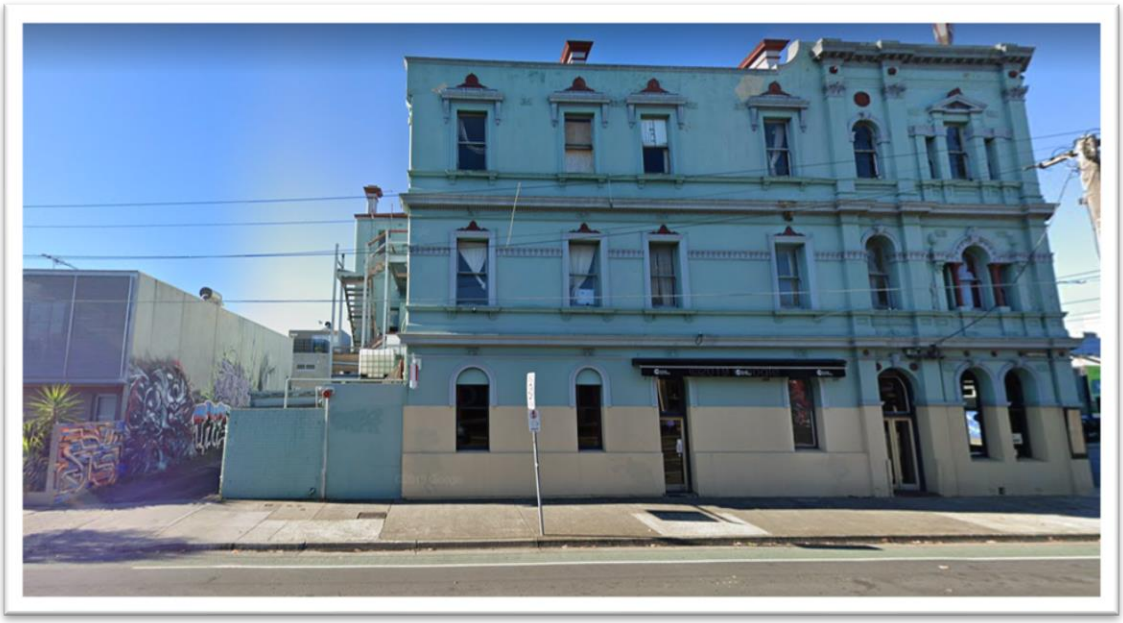


Figure 6: Coppin Street frontage

68. Vehicle access is provided via three single crossovers, one to Swan Street (to access the bottle-shop), one to Coppin Street in the west and one to Duke Street in the east.

Certificate of Title

69. The site is formally known as Lot A on Plan of Subdivision 648227G. There are no restrictive covenants on the title, with a carriageway easement affecting a section of land in the north-east corner of the site.

Surrounding Land

70. The site is located towards the eastern end of the Swan Street Major Activity Centre (MAC). A diverse mixture of uses, including residential, retail, offices, food and drink premises, car dealerships, auction rooms and motor mechanics surround the site. The inner-suburban locale ensures the site has excellent public transport accessibility. Tram route 70, which runs along Swan Street, links Wattle Park with the Melbourne Central Activities District (CAD). Tram routes 78 and 79, which link North Richmond, Prahran and St Kilda beach, run along Church Street/Chapel Street, 400m west of the site. East Richmond and Burnley railway stations, which serve the Glen Waverley, Alamein, Belgrave and Lilydale railway lines are located 500m from the site.

71. The built form context surrounding the site is also diverse, with a significant number of contemporary showrooms/office buildings along this section of Swan Street. A relatively limited number of heritage buildings remain. Built form scale is in the realm of 1 to 3-storeys, however the emerging context is one of higher built form. Of note, the following planning permits have been approved for larger-scale developments within the vicinity;
    (a) No. 370-374 Swan Street (86m to the south-east) – Planning Permit PLN16/0915 issued on 29 November 2017 for a 12-storey building. This permit has 4 years in which to commence construction, ensuring that the permit is still valid until 29 November 2021.
    (b) No. 312-324 Swan Street and No. 236 Coppin Street (directly to the south-west) – Planning Permit PLN16/0034 issued on 6 July 2017 for a maximum 8-storey building. This permit has 4 years in which to commence construction, ensuring that the permit is still valid until 6 July 2021.
    (c) No. 345 Swan Street (145m to the east) – Planning Permit PLN16/0603 issued 31 March 2017 for a 7-storey building.

72. Commercial zoning (1 & 2) extends along Swan Street, with land to the north located within the General Residential Zone (GRZ). Swan Street is a major arterial road. The context of planning controls is outlined in Figure 7, with an aerial image of the site and surrounds provided in Figure 8.

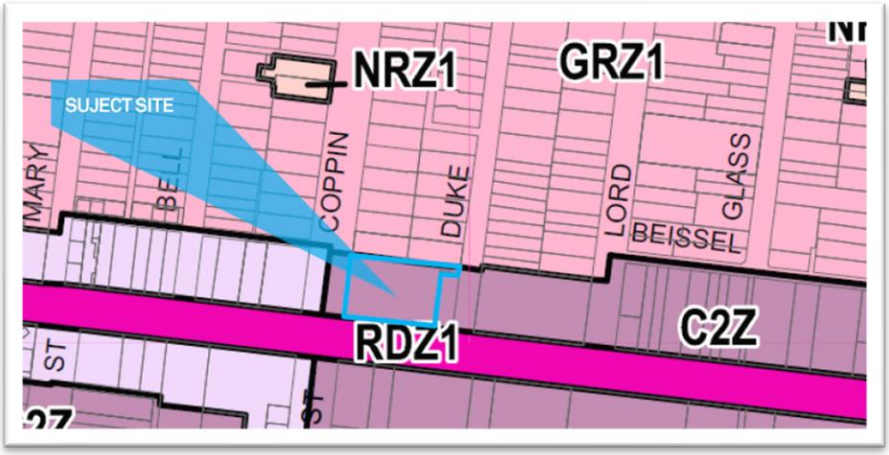


Figure 7: Surrounding planning controls



Figure 8: Subject site and surrounds

73. The immediate interfaces with the site are outlined below;

North

74. Directly to the north of the site are four, 3-storey townhouses, with two addressing Coppin Street to the west and two fronting Duke Street to the east. Sheer 2-storey brick walls associated with these dwellings address the subject site, with four areas of secluded private open space (SPOS) in the centre of the sites. Vehicle access to these dwellings is within a basement, accessed via Duke Street. Further to the north are single and double-storey dwellings addressing both Coppin and Duke Streets.

South

75. On the opposite side of Swan Street are a row of commercial buildings, ranging in scale from 1 to 2-storeys. A large car dealership is located within one of these sites, with built form set back from Swan Street to provide car parking and display within the front setback.

West

76. To the west, on the opposite side of Coppin Street, is a 2-storey commercial building, constructed hard-edge to the Coppin Street boundary. Further to the west are 1 to 2-storey commercial buildings, with residential land located to the north-west of the site, addressing Coppin Street. To the south-west, further along Swan Street, is a 7-storey building.

East

77. To the east is a part 1, part 2-storey building, currently operating as a motor mechanic. This building is constructed to all four boundaries, with the aforementioned 'carriageway easement' located directly to the north of this site. Further to the east are 1 to 2-storey commercial buildings.

Planning Scheme Provisions

Zoning

Commercial 2 Zone (C2Z).

78. Pursuant to clause 34.02 of the Scheme, the purposes of this zone are 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.*

79. The following permit triggers apply;

Use

80. Pursuant to clause 34.02-1 of the Scheme;
    (a) The use of the land as a 'residential hotel' requires a planning permit;
    (b) The use of the land as a 'food and drink premises' (hotel/café) requires a planning permit if the floor area exceeds 100sqm. The combined floor areas of both premises equates to 250.3sqm, ensuring that a permit is required;
    (c) The use of the land as a 'shop' requires a planning permit, unless the following conditions are met;
        (i) Must adjoin, or be on the same land as, a supermarket when the use commences.
        (ii) The combined leasable floor area for all shops adjoining or on the same land as the supermarket must not exceed 500 square metres.
        (iii) The site must adjoin, or have access to, a road in a Road Zone.
    (d) As the shops do not adjoin a supermarket, a planning permit is required for this use.

Buildings and works

81. Pursuant to clause 34.02-4 of the Scheme, a planning permit is required to construct a building or construct or carry out works.

Road Zone Category 1 (RDZ1).

82. Pursuant to clause 36.04-2 of the Scheme;
    (a) A planning permit is required to carry out works for a use in Section 2 of clause 36.04-1.

83. The application seeks to remove the existing crossover to Swan Street and construct a canopy above the Swan Street footpath.

84. Decision guidelines at clause 36.04-3 note that before deciding on an application in the RDZ1, the responsible authority must consider the views of the relevant road authority. Section 55 of the Act also specifies that the application must be referred to the relevant authority. The application was referred to VicRoads (now Head, Transport for Victoria) accordingly.

Overlays

85. The site is affected by the following overlays:

Heritage Overlay

86. The subject site is affected by a site specific Heritage Overlay (HO285 – Former Central Club Hotel). This overlay affects the triple-storey heritage building on the western side of the subject site only, as outlined in Figure 9.

87. The following provisions apply:

    (a) Pursuant to clause 43.01-1, a planning permit is required for demolition, and to construct a building and carry out works. External paint controls apply within this overlay.

88. The subject building is graded 'Individually Significant' to this precinct by the *City of Yarra Review of Heritage Areas 2007 Appendix 8 (revised from time to time*).

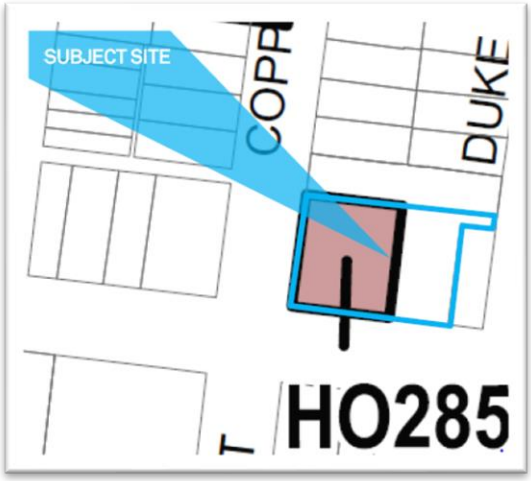


Figure 9: Extent of Heritage Overlay

Design and Development Overlay – Schedule 5 & Schedule 17

Schedule 5

89. Pursuant to clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works. This does not apply if a schedule to this overlay specifically states that a permit is not required

90. Pursuant to Schedule 5 of clause 43.02 *(City Link Exhaust Stack and Environs)* of the Scheme a permit is not required to construct a building or construct or carry out works, however where a permit is required to use land or for the construction of a building or the construction or carrying out of works under another provision in this scheme, notice must be given under section 52(1)(c) of the Act to Head, Transport for Victoria (formally VicRoads), CityLink and the Environmental Protection Authority (EPA), as per Clause 66.06 or a schedule to that clause.

Schedule 17

91. Schedule 17 to the DDO does not specify that a planning permit is not required to construct and carry out works. This Schedule relates to the Swan Street Activity Centre, with the subject site located within Precinct 3 – Swan Street East. The general design objectives of this Schedule are as follows;

(a) *To recognise and respond to the distinct character and varying development opportunities defined by the four precincts along Swan Street.*
(b) *To support a new mid-rise scale built form character with lower built form at the interfaces with streets and the adjoining low rise residential areas that maintains an active, high quality and pedestrian friendly environment.*
(c) *To ensure development maintains the prominence of the heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscapes.*
(d) *To minimise the amenity impacts on residential properties adjoining the Swan Street Activity Centre including overlooking, overshadowing and visual bulk impacts.*
(e) *To ensure that vehicular access to development does not adversely impact the level of service, efficiency and safety of the arterial and tram network.*

92. This Schedule contains mandatory and preferred parameters to guide future built form outcomes within each precinct of Swan Street.

93. The map of Precinct 3 is outlined in Figure 10, with the subject site circled. The particular built form parameters that apply to the subject site are outlined below;
    (a) Overall building height (mandatory); definition excludes some non- structural elements such as lift overruns.
        (i) 24m.
    (b) Street wall height to Swan Street (preferred);
        (i) 11m maximum or the parapet height of the adjoining individually significant or contributory building if higher than 11m.
        (ii) 8m minimum.
        (iii) Match the parapet height of the taller adjoining heritage building
    (c) Street wall setback to Swan Street (mandatory);
        (i) 0m.
    (d) Upper Level setbacks to Swan Street;
        (i) (Mandatory) – minimum 5m for individually significant heritage buildings;
        (ii) (Preferred) – Minimum 5m elsewhere. Any part of a building above the street wall should be designed to ensure that it occupies no more than one third of the vertical angle defined by the whole building in the view from a sightline of 1.7metres (on the opposite side of the street).
    (e) Street wall height to Coppin Street (preferred);
        (i) 11m minimum;
    (f) Street wall setback to Coppin Street (preferred);
        (i) 0m.
    (g) Upper Level setbacks to Coppin Street (preferred);
        (i) minimum 5m for individually significant heritage buildings;
        (ii) Minimum 3m elsewhere.

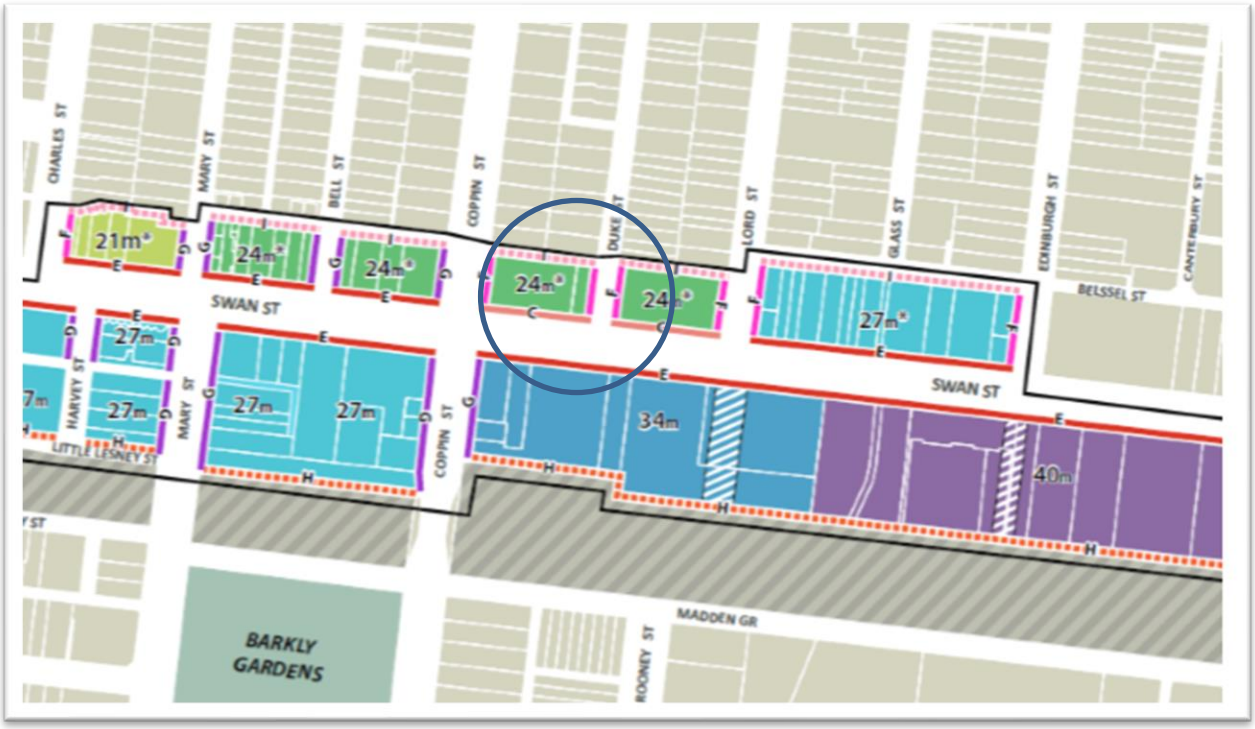


Figure 10: Map of Precinct 3 to DDO17

Particular Provisions

Clause 52.06 Car parking

94. Pursuant to Clause 52.06-2, before a new use commences, the required car parking spaces must be provided on the land. As noted previously within this report, Planning Scheme Amendment VC148 was gazetted into the Scheme on 31 July 2018, with the submission of this application preceding this date. This Amendment altered the calculation of statutory car parking rates from Column A to Column B within this clause if the relevant land was located within the Principal Public Transport Network Area (PPTN). The subject site is identified as being within the PPTN.

95. On this basis, the statutory car parking rate associated with the retail & food and drink premises reduced from 4 spaces per 100sqm to 3.5 spaces per 100sqm. There is no specified car parking rate for a residential hotel, with this calculated 'to the satisfaction of the Responsible Authority'. This outcome did not alter as a result of the Amendment.

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Hotel rooms	57	Not Specified in 52.06-5	To the satisfaction of the Responsible Authority	7
Shops	145sqm	3.5 spaces per 100sqm of net floor area	5	0
Café/Hotel	250.3sqm	3.5 spaces per 100sqm of net floor area	8	0
		Total	**13 Spaces**	**7 Spaces**

97. Based on the above, and pursuant to Clause 52.06-3, a reduction of 13 spaces is required for the commercial components.

Clause 52.29 Land adjacent to a road zone, category 1, or a public acquisition overlay for a category 1 road.

98. Pursuant to clause 52.29-2, a planning permit is required to create or alter access to a road in a Road Zone, Category1.

Clause 52.34 Bicycle Facilities

99. Pursuant to Clause 52.34-3, the following bicycle provision is required.

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Residential building (other than specified in the table)	57 hotel rooms	In developments of four or more storeys, 1 resident space to each 10 lodging rooms	6 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 lodging rooms	6 visitor spaces.	
Commercial premises (other than specified in this table)	395.3sqm	1 employee space to each 300sqm of leasable floor area	1 employee spaces	
		1 visitor space to each 500sqm of leasable floor area	0 visitor spaces.	
		Bicycle Parking Spaces Total	**7 resident (guest)/visitor spaces**	**16 combined spaces**
			6 visitor spaces	

100. The development exceeds the provision for guest/employee spaces and provides 16 of the 13 spaces required.

General Provisions

Clause 65 – Decision Guidelines

101. 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.

Clause 66.06 – Notice of Permit Applications Under Local Provisions

102. In accordance with Section 1.0 of clause 66.06 of the Scheme, notice must be provided to the Environment Protection Authority (EPA), Transurban City Link Limited and the Roads Corporation (Transport for Victoria) where the application is within the DDO5 and triggered under another provision of the Scheme.

Planning Policy Framework (PPF)

103. Relevant clauses are as follows:

Clause 11.02 (Managing Growth)

Clause 11.02-1S (Supply of Urban Land)

104. The objective is:

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

Clause 11.03 (Planning for Places)

Clause 11.03-1S (Activity Centres)

105. The relevant objectives of this clause include:

(a) To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Clause 11.03-1R (Activity Centres – Metropolitan Melbourne)

106. The relevant objectives of this clause include:

(a) Support the development and growth of Metropolitan Activity Centres by ensuring they:
  (i) Are able to accommodate significant growth for a broad range of land uses;
  (ii) Are supported by appropriate infrastructure;
  (iii) Are hubs for public transport services;
  (iv) Offer good connectivity for a regional catchment
  (v) Provide high levels of amenity
(b) Locate significant new education, justice, community, administrative and health facilities that attract users from large geographic areas in or on the edge of Metropolitan Activity Centres or Major Activity Centres with good public transport.

Clause 13.05 (Noise)

Clause 13.05-1S (Noise abatement)

107. The relevant objective of this clause is:

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

108. Noise abatement issues are measured against relevant State Environmental Protection Policy (SEPP) and other Environmental Protection Authority (EPA) regulations.

Clause 13.07 (Amenity and Safety)

Clause 13.07-1S (Land use compatibility)

109. The objective of this clause is:

(a) To safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.

Clause 15.01 (Built Environment and Heritage)

Clause 15.01-1S (Urban design)

110. The relevant objective of this clause is:

    (a) To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Clause 15.01-1R (Urban design - Metropolitan Melbourne)

111. The objective is:

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

Clause 15.01-2S (Building design)

112. The relevant objective of this clause is:

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

113. Relevant strategies of this clause are:

    (a) Ensure a comprehensive site analysis as the starting point of the design process and provides the basis for the consideration of height, scale and massing of new development.
    (b) Ensure development responds and contributes to the strategic and cultural context of its location.
    (c) Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.
    (d) Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.
    (e) Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.
    (f) Ensure development is designed to protect and enhance valued landmarks, views and vistas.
    (g) Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.
    (h) Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.

114. This clause also states that planning must consider as relevant:

    (a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*

Clause 15.01-4S (Healthy neighbourhoods)

115. The objective is:

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

Clause 15.01-4R (Healthy neighbourhoods - Metropolitan Melbourne)

116. The strategy is:

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

    Clause 15.01-5S (Neighbourhood character)

117. The relevant objective of this clause is:

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

    Clause 15.02 (Sustainable Development)

    Clause 15.02-1S (Energy Efficiency)

118. The objective of this clause is:

    (a) To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.

    Clause 17.01 – (Employment)

    Clause 17.01-1S – (Diversified economy)

119. The objective of this clause is:

    (a) To strengthen and diversify the economy.

120. The relevant strategies of this clause are:

    (a) Protect and strengthen existing and planned employment areas and plan for new employment areas.
    (b) Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.
    (c) Improve access to jobs closer to where people live.

    Clause 17.02 – (Commercial)

    Clause 17.02-1S – (Business)

121. The relevant objective of this clause is:

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

122. The relevant strategies of this clause is:
    (a) Plan for an adequate supply of commercial land in appropriate locations.
    (b) Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.
    (c) Locate commercial facilities in existing or planned activity centres.

    Clause 17.04-1S – (Facilitating Tourism)

123. The relevant objective of this clause is:

(a) To encourage tourism development to maximise the economic, social and cultural benefits of developing the state as a competitive domestic and international tourist destination.

124. The relevant strategy of this clause is:

(a) Maintain Metropolitan Melbourne's position as a global, national and local destination in its own right and as a gateway to regional Victoria by:
(i) Developing city precincts and promenades.
(ii) Revitalising the retail core of the Central City.
(iii) Supporting artistic and cultural life.
(iv) Improving public facilities, amenities and access.
(v) Maintaining city safety.
(vi) Providing information and leisure services.
(vii) Improving transport infrastructure.

Clause 18.02 (Movement Networks)

Clause 18.02-1S – (Sustainable personal transport)

125. The relevant objectives of this clause is:

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

126. Relevant strategies of this policy are:

(a) Encourage the use of walking and cycling by creating environments that are safe and attractive.
(b) Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.
(c) Ensure cycling routes and infrastructure are constructed early in new developments.
(d) Provide direct and connected pedestrian and bicycle infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.
(e) Ensure cycling infrastructure (on-road bicycle lanes and off-road bicycle paths) is planned to provide the most direct route practical and to separate cyclists from other road users, particularly motor vehicles.
(f) Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, transport, shopping and community facilities and other major attractions when issuing planning approvals.
(g) Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.
(h) Ensure provision of bicycle end-of-trip facilities in commercial buildings

Clause 18.02-1R – (Sustainable personal transport- Metropolitan Melbourne)

127. Strategies of this policy are:

(a) Improve local travel options for walking and cycling to support 20 minute neighbourhoods.
(b) Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network

Clause 18.02-2S (Public Transport)

128. The objective of this clause is:

    (a) To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.

    Clause 18.02-2R (Principal Public Transport Network)

129. A relevant strategy of this clause is to:

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

    Clause 18.02-4S – (Car Parking)

130. The objective of this clause is:

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

131. A relevant strategy is:

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

    Local Planning Policy Framework (LPPF)

132. The relevant policies in the Municipal Strategic Statement can be described as follows:

    Municipal Strategic Statement (MSS)

133. Relevant clauses are as follows:

    Clause 21.04-2 (Activity Centres)

134. The relevant objectives of this clause are:

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

135. Relevant strategies to achieve this objective include:

    (a) Strategy 5.2 - Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.
    (b) Strategy 5.3 - Discourage uses at street level in activity centres which create dead frontages during the day.

    Clause 21.04-3 (Industry, office and commercial)

136. The objective of this clause is:

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

    Clause 21.05-2 – (Urban design)

137. The relevant objectives of this clause are:

    (a) Objective 16 - To reinforce the existing urban framework of Yarra;

(b) Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development:

(i) Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
1. Significant upper level setbacks
2. Architectural design excellence
3. Best practice environmental sustainability objectives in design and construction
4. High quality restoration and adaptive re-use of heritage buildings
5. Positive contribution to the enhancement of the public domain
6. Provision of affordable housing.

(c) Objective 18 - To retain, enhance and extend Yarra's fine grain street pattern;
(d) Objective 19 To create an inner city environment with landscaped beauty;
(e) Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric;
(f) Objective 21 - To enhance the built form character of Yarra's activity centres;

(i) Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form; and

(ii) Strategy 21.3 Support new development that contributes to the consolidation and viability of existing activity centres.

Clause 21.05-3 – (Built form character)

138. The general objective of this clause is:

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

139. The subject site is located within the 'main roads' area, where the built form objective is to *"maintain the hard edge of the strip"*.

Clause 21.05-4 – Public environment

140. The relevant objective and strategies of this clause are:

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

(i) Strategy 28.1 - Encourage universal access to all new public spaces and buildings
(ii) Strategy 28.2 - Ensure that buildings have a human scale at street level.
(iii) Strategy 28.3 - Require buildings and public spaces to provide a safe and attractive public environment.
(iv) Strategy 28.5 - Require new development to make a clear distinction between public and private spaces.
(v) Strategy 28.8 - Encourage public art in new development.

Clause 21.06 – Transport

141. This policy recognises that Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives.

142. Parking availability is important for many people, however in Yarra unrestricted car use and parking is neither practical nor achievable. Car parking will be managed to optimise its use and to encourage sustainable transport options.

143. Relevant objectives and strategies of this clause are as follows:

    (a) Objective 30 – To provide safe and convenient pedestrian and bicycle environments.

        (i) Strategy 30.2 – Minimise vehicle crossovers on street frontages.
        (ii) Strategy 30.3 – Use rear laneway access to reduce vehicle crossovers.

    (b) Objective 31 – To facilitate public transport usage.

    (c) Objective 32 – To reduce the reliance on the private motor car.

    (d) Objective 33 – To reduce the impact of traffic.

        (i) Strategy 33.1 Ensure access arrangements maintain the safety and efficiency of the arterial and local road network.

    Clause 21.07-1 – Ecologically sustainable development

144. The relevant objectives and strategies of this clause are:

    (a) Objective 34 – To promote ecologically 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.

    Clause 21.08-10 Neighbourhoods (Central Richmond – area between Bridge Road and Swan Street)

145. Figure 24 of Clause 21.08-10, shows the subject site as being within a main roads built form character area where the objective is to maintain the hard edge of the strip.

    Relevant Local Policies

    Clause 22.05 – Interfaces Uses Policy

146. This policy applies to all development and use applications and aims to reduce conflict between commercial, industrial and residential activities. The policy acknowledges that the mix of land uses and development that typifies inner city areas can result in conflict at the interface between uses.

147. It is policy that:

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

148. Decision guidelines at clause 22.05-6 include:

    (a) Before deciding on an application for non-residential development, Council will consider as appropriate:

(i) *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.*
(ii) *Whether the buildings or uses are designed or incorporate appropriate measures to minimise the impact of unreasonable overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances on nearby residential properties.*

Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay

149. This policy applies to all land within a Heritage Overlay, and aims to provide guidance for the protection and enhancement of the City's identified places of cultural and natural heritage significance.

Clause 22.10 – Built form and design policy

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

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

151. Clause 22.16-3 requires the use of measures to *"improve the quality and reduce the flow of water discharge to waterways"*, manage the flow of litter from the site in stormwater and encourage green roofs, walls and facades in buildings where practicable.

Clause 22.17 – Environmentally Sustainable Design

152. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Documents

153. Clause 15.01-2S states that planning must consider as relevant:

(a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017). (UDG)*

Plan Melbourne

154. Released in May 2017, Plan Melbourne 2017-2050 (Plan Melbourne) outlines the key strategic directions with regard to the provision of housing and commercial activity within Melbourne's urban areas. The strategic outcomes outlined in the document are required to be considered as part of Council's decision-making process and include (inter-alia):

155. Outcome 1: *'Melbourne is a productive city that attracts investment, supports innovation and creates jobs.'*

(a) Direction 1.2 of Plan Melbourne is to *'Improve access to jobs across Melbourne and closer to where people live'*

156. The strategy promotes '20-minute neighborhoods' where there is access to local shops, schools, parks, jobs and a range of community services within a 20 minute trip from your front door.

Swan Street Structure Plan

157. The Swan Street Structure Plan (SSSP) was adopted by Council in 2013, however is not formally part of the Scheme. The subject site is included in Precinct 3 – Swan Street East Precinct of the SSSP. The SSSP identifies the northern side of Swan Street within this precinct as being appropriate for development up to four storeys (13m). The following objectives with regards to built form are identified by the plan;
    (a) *To establish a new built form character on the south side of Swan Street that has regard to the existing character of the north side of Swan Street*
    (b) *To ensure built form provides passive surveillance of the street*
    (c) *To ensure built form provides adequate on site amenity and minimises adverse off-site amenity impacts*

158. The SSSP contains no direction relating specifically to buildings under within a heritage overlay. Given that the plan does not form part of the Scheme, it carries little weight and will not be relied upon within the following assessment.

Advertising

159. Under the C2Z, clause 34.02-6 states that an application to construct a building or construct or carry out works is exempt from the notice requirements of section 52 (1) (a), (b) and (d), the decision requirements of section 64 (1), (2) and (3) and the review rights of section 82 (1) of the Act. This exemption does not apply to land within 30m of land (not a road) which is in a residential zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre. The land directly abuts the NRZ to the north. There are no exemptions from advertising available under the Heritage Overlay, nor for the proposed uses on the land.

160. On this basis, the application was advertised under the provisions of Section 52 of the Act by 320 letters sent to surrounding owners and occupiers and two signs displayed on site. Council received 29 objections, the grounds of which are summarised as follows:
    (a) Excessive height and massing;
    (b) Amenity Impacts (overlooking, overshadowing, visual bulk, noise from the rooftop venue);
    (c) Increased traffic and insufficient car parking;
    (d) Lack of integration with the existing heritage building;
    (e) Lack of affordable housing;
    (f) The use as a serviced 'residential' hotel is not in keeping with the purpose of the zone.

161. Neither of the Section 57A Amendments were re-advertised, with all of the changes incorporated into these plans considered to result in less detriment to surrounding sites. Exemptions from re-advertising were granted at Development Approval Panel meetings as outlined in the 'background' section of this report. A copy of the decision plans was circulated to all objectors with the invitations to this meeting.

Referrals

External Referrals

162. The original application was referred to VicRoads (now Transport for Victoria) pursuant to Section 55 of the Act. No objections (subject to specific conditions) were raised. These conditions have been included as an attachment to this report.

163. The Section 57A Amendments were not re-referred on the basis that no changes relating to works within the RDZ1 formed part of the amendments.

164. Notice of the original application was also given to VicRoads, the EPA and CityLink pursuant to Section 52 of the Act, as the site is affected by the Design and Development Overlay (Schedule 5) relating to the CityLink Exhaust Stack Environs. No responses from EPA or CityLink have been received.

Internal Referrals

165. The original application was referred to the following Council units and external consultants:
    (a) Heritage;
    (b) Engineering Services Unit;
    (c) Environmental Sustainable Development (ESD);
    (d) Strategic Transport Unit;
    (e) Strategic Planning;
    (f) Streetscapes and Natural Values Team (Street trees);
    (g) Open Space (landscaping); and
    (h) City Works (Waste Management).

166. External consultants
    (a) Urban Design consultant (Kinetica);
    (b) SLR Acoustic Consultants.

167. The amended applications were re-referred to the following;
    (a) Strategic Planning;
    (b) Open Space;
    (c) Heritage;
    (d) Urban Design consultant (Kinetica); and
    (e) City Works.

168. The amended application was not re-referred to the remaining advisers and internal departments as the changes did not require further review.

169. All referral comments have been included as attachments to this report.

OFFICER ASSESSMENT

170. This assessment will be framed around the following:
    (a) Policy and strategic support;
    (b) Use;
    (c) Built Form and Heritage;
    (d) Internal Amenity;
    (e) Off-site Amenity;
    (f) Car parking, traffic, access and bicycle provision;
    (g) Waste Management and loading;
    (h) Other matters; and
    (i) Objector concerns.

Policy and strategic support

171. There is strong strategic direction to support the redevelopment of the site to provide higher density commercial use and built form. The Municipal Profile of Yarra at clause 21.02 of the Scheme notes that Yarra's vibrant Major Activity Centres (MACs), being the retail strip centres of Brunswick, Smith, Victoria and Swan Streets and Bridge Road, are a powerful economic engine for the municipality, and in varying degrees draw on tourists and destination shoppers from overseas, interstate and country Victoria, as well as Greater Melbourne.

172. Policy at clauses 11, 16, 17 and 21.04, together with Plan Melbourne, encourage the accumulation of activities and the intensification of development in and around these activity centres, with an objective of clause 11.03-1S to '*encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community'*. Further to this, Strategy 4.1 at clause 21.04-2 aims to '*increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres'.* The proposed residential hotel and commercial uses are considered to achieve these objectives.

173. The site is located within the C2Z and the Swan Street MAC, whilst also being in proximity to the Bridge Road MAC, major sporting precincts and the Melbourne CBD. On this basis the site has excellent access to shops, restaurants and community facilities, ensuring that the proposal will result in efficient use of existing infrastructure, consistent with Clause 21.04 of the Scheme. Further, the provision of retail tenancies at ground level, addressing Swan Street, continues to provide an active frontage within the commercial area, consistent with the purpose of the C2Z which aims to '*encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services'.*

174. Clauses 17.02-1S and 21.04-3 aim to respectively '*encourage development that meets the community's needs for retail, entertainment, office and other commercial services'* and '*increase the number and diversity of local employment opportunities'*. The proposed uses will increase employment opportunities in hospitality and retail, whilst being complementary to the surrounding area. None of the proposed uses are expected to pose interface conflict issues with existing conditions, with these matters discussed in detail later within the report.

175. Clause 17.04-1R seeks to '*maintain and develop Metropolitan Melbourne as a desirable tourist destination'*, with clause 17.04-1S aiming to '*encourage the development of a range of well-designed and sited tourist facilities, including integrated resorts, accommodation, host farm, bed and breakfast and retail opportunities'* and to '*ensure that tourism facilities have access to suitable transport'*. The provision for a residential hotel will contribute to the availability of accommodation within the locality, while concurrently supporting the local economy through additional visitors to the area. Given the proximity to Melbourne's major sporting facilities, this is considered an appropriate location for this type of temporary accommodation to occur.

176. Council's Municipal Strategic Statement seeks to '*ensure that new development contributes positively to Yarra's Urban fabric'* and also '*maintain and strength the identified character of each type of identified built form within Yarra'.* The key considerations in relation to these policies relate to the consistency of the proposed development with Schedule 17 of the Design and Development Overlay, Swan Street Activity Precinct, which applies to this section of Swan Street. As will be discussed in detail later within this report, this outcome is considered to be achieved.

177. Both State and local polices (clause 15.02-1S, 21.07-1) support energy and resource efficiency through environmentally sustainable development, consolidation and integration of urban development and supporting low energy forms of transport, with clauses 18.02-1R, 18.02-2R, and 21.06 seeking to promote the use of sustainable personal transport.

In particular, clause 21.06 acknowledges that whilst parking availability is important for many people, '*unrestricted car use and parking is neither practical nor achievable*.' Car parking and related matters will be assessed later within this report.

178. Given the above, it is considered that the proposed uses and development of the site has strong policy support from State and local levels and is consistent with all relevant objectives and strategies outlined above.

Use

Residential Hotel

179. As outlined within the Strategic justification section, the subject site is considered an appropriate location for a residential hotel, based on its proximity to key activity centres (Swan Street and Bridge Road) and Melbourne's premier sporting district. Given the existing layout of the hotel, it is clear that the premises has previously been used as some form of a residential hotel in the past, albeit on a smaller scale. This demonstrates that the proposed use is not entirely new to the site and surrounds.

180. The Applicant has indicated that the hotel reception will operate from 7am-10pm each day, with existing guests able to access secure areas of the hotel with swipe cards. There appears to be no provision for late night check-in. To ensure the hotel can operate in a secure environment, a Hotel Management Plan (HMP) will be required via condition, if a planning permit is to issue. This HMP will require the following details to be outlined;
    (a) Reception operating hours;
    (b) Staffing/Management arrangements;
    (c) Provisions for 'after-hours' arrivals and departures;
    (d) Security arrangements.

181. Subject to the inclusions identified above, the policies and procedures outlined within the HMP will ensure that external amenity impacts from the residential hotel, such as noise and guest behaviour, are appropriately managed.

182. Interface matters relating to the proposed buildings and works will be discussed later within the assessment of amenity impacts. Other matters relating to the operation of the residential hotel, such as waste management, loading and unloading and car parking generation, will be discussed in greater detail within the relevant sections of this report.

Food and drink premises (Hotel and café)

183. The ground floor venue seeks to continue operating under the existing liquor licence. The current hotel has operated as a live music venue for many years; this aspect of the venue will not continue, with no type of live music proposed within either the ground floor premise or the roof top terrace. This will result in a reduction in existing noise levels associated with the current hotel use.

184. The ground floor space is to be retained as a 'hotel'; with no alteration to the existing licence type (general licence) or hours (i.e. 7am to 1am) currently attributed to the land, however it is proposed to reduce the maximum capacity from 300 patrons to 143 patrons given the overall reduction in floor space proposed. Again, this reduction will result in improved amenity impacts within the surrounding neighbourhood.

185. The proposed roof terrace will be available to café guests and the general public, with hours limited between 11am to 10pm each day. Given the lack of live music and liquor licence within this space, and the provision for only 100 patrons, this space is not considered to result in any unreasonable off-site amenity impacts.

If a liquor license is sought for this space in the future, an amendment to this application would have to be submitted and considered at that time.

186. An Acoustic Report was submitted by the Applicant and reviewed on behalf of Council. The outcomes of this report will be discussed within the 'off-site amenity impacts' section of this report.

187. Based on the above, the proposed uses of both 'food and drink premises' are considered acceptable.

Shop

188. The proposed shops will operate from 7am to 11pm each day. The shops address Swan Street, with no direct interface to residential zones. Shops are encouraged within the C2Z and within activity centres, with this use providing an active frontage to the site which is supported in this context. The proposed shops are not considered to result in any unreasonable off-site amenity impacts and will add to the vibrancy of the neighbourhood. This outcome is supported.

Built form and Heritage

189. In considering the design and built form of the proposed development, the most relevant aspects of the Scheme are provided at clause 15 (Built Environment and Heritage), clause 21.05 (Built Form), clause 22.10 (Built form and design), clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay) and Schedule 17 to the Design and Development Overlay All of these provisions and guidelines support a development outcome that responds to the existing and preferred neighbourhood character and provides a contextual urban design response reflective of the aspirations for the area. Particular regard must be given to the acceptability of the design in terms of height and massing, street setbacks and relationship to adjoining buildings. These aspects will be addressed in the following discussion.

Context

190. Built form context along this section of Swan Street is primarily one of contemporary infill developments, with the predominant scale being 1 to 2-storeys in height. A limited number of fine-grain heritage buildings remain. Pockets of higher built form are emerging within the vicinity, with a 7-storey development at No. 306 Swan Street, to the south-west of the site. Adjacent sites, particularly along the southern side of the Swan Street corridor, are anticipated to undergo extensive development in the future, given their relatively large scale and lack of sensitive interfaces to the south. Planning permits outlining approved higher development within nearby sites have been referenced earlier in this report.

191. Further to this, Schedule 17 to the DDO outlines a mandatory height requirement of 34m within sites directly to the south and 27m within sites to the south-west. The current draft DDO27 before Panel also seeks to increase the height to the south-west from 27 to 28m. While these height limits are slightly higher than those for the subject site (24m), the scale of development anticipated immediately opposite the subject site, along the southern side of Swan Street, will influence the context of the surrounding precinct and allow higher built form to sit comfortably along both sides of the street.

192. The residentially zoned land to the north has also undergone a degree of development; whilst these sites are generally smaller in size, development is relatively robust, with double-storey infill townhouses extending along a portion of Coppin Street directly to the north of the site. This land is zoned general residential; this zoning allows development to a maximum height of 3-storeys.

Demolition

193. Prior to ascertaining if the proposed development of the land is acceptable, consideration of the extent of demolition is required, with the relevant provisions outlined at clause 22.02 and 43.01 of the Scheme. The existing heritage hotel on the site is classified as 'individually significant' within a site specific overlay (HO285), with clause 22.02-5.1 generally discouraging the demolition of part of an individually significant building unless: *it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.*

194. Demolition works are to be undertaken in areas within and external to HO285. The works outside of the heritage overlay involve the demolition of post-war structures to the east of the existing hotel, including the removal of the single-storey function room and bottle shop (dating from 1958) along with a car parking area and some modest landscaping. Council's Heritage Advisor raised no issue with these demolition works, noting that these elements are either not contributory, or not covered by the Heritage Overlay.

195. The demolition works to be undertaken within the heritage overlay include removal of the 3-storey residential wing in the north-eastern corner of the building and removal of the eastern section of the roof, including associated chimneys. The Heritage Impact Statement submitted with the application states that '*While this is an early (and probably original) element, visible in the MMBW plan of 1896, it is a rear or secondary element located over 10m from the Coppin Street frontage and generally concealed from views outside of the subject site. It is noted that the ROW to the rear of site is private land located within the title boundary. It does not provide public vantage points'.*

196. Other alterations to the original section of hotel include the removal of the timber fire escape stairs and 'lean-to' adjacent to the northern wall, with some minor sections of wall within this interface removed to create openings. Internal demolition works within the heritage hotel are also proposed; these internal works do not require planning permission.

197. Overall, Council's Advisor was supportive of the extent of demolition proposed, based on the following;
    (a) Approximately 80% of the heritage building would be retained;
    (b) There are no internal heritage controls within the Scheme;
    (c) Any new building proposed to the east of the heritage component would be likely to obscure views to the north-eastern corner of the building; and,
    (d) It is good conservation practice to find viable futures and uses for heritage buildings, with an integrated development as proposed continuing the original function of the hotel i.e. food and beverage and accommodation.

198. On this basis, it is considered that the significance of the heritage place will not be adversely affected by these works, and the proposed demolition is acceptable.

Building Height

199. Specific building height guidance is contained within DDO17, with a mandatory height control of 24m applying to the site.

200. The proposal extends to 23.9m and complies with the current mandatory maximum building height requirement. Non-structural elements (such as the lift overrun) which project above the building take the overall height to 24.05m.

201. Section 2.1 of DDO17 provides a definition of 'building height', noting that building height does not include non-structural elements and service equipment including plant rooms, lift overruns, structures associated with green roof areas and other such equipment provided that all of the following criteria are met:

(a) The total roof area occupied by the equipment (other than solar panels) is minimised;
(b) The service equipment is located in a position on the roof so as to minimise its visibility;
(c) The non-structural elements and service equipment minimise additional overshadowing of neighbouring properties and public spaces;
(d) The equipment does not extend higher than 3.6 metres above the maximum building height; and
(e) The non-structural elements and service equipment are integrated into the design of the building to the satisfaction of the responsible authority.

202. In this instance, the lift overrun and plant room have been provided with generous setbacks from the Swan Street and Coppin Street boundaries, thereby minimising visibility from both streetscapes. These elements only cover a relatively small area of the overall roof space, with the plant room located to the eastern side of the roof. This further reduces visibility of this element. The lift overrun and plant room extend 0.8m above the roof height; this meets the criteria outlined above and ensures that additional overshadowing from these structures are limited. This limited height extension above the roof height also allows these structures to be well-integrated into the overall building design.

203. On this basis, these structures are not considered to constitute part of the 'building height' as defined in DDO17.

204. The proposed height of the development is consistent with design requirements outlined in the DDO, which aim to retain the prominence of the heritage street wall, retain the prominence of heritage buildings on corner sites, ensure that the upper levels of new development are visually recessive and do not overwhelm the heritage building and ensure that shadow impacts to the public realm are limited. As will be discussed, these aspects are achieved. As such, the overall height of the development is considered acceptable and is consistent with the strategic direction for the site.

205. Whilst the draft DDO27 under Amendment C191 seeks to reduce this height to 21m, as noted earlier, Amendment C191 has limited statutory weight and is not yet considered 'seriously entertained'. Moreover, the scale of the proposed development is considered to be contextually appropriate for the site and does not warrant a further reduction. This has been re-affirmed by advice received from Council's Urban Design and heritage advisors as outlined below.

206. Urban Design advice provided to Council by Kinetica Consultants (Kinetica – formally known as David Lock Associates) noted that a building of 7-storeys would sit comfortably within the preferred and emerging context of the immediate area and provide a reasonable transition from the emerging taller buildings on the southern side of Swan Street, with the anticipated heights of new development directly to the south of the site outlined within the 'context' section of this report. Land to the east and west of the site currently has the same built form parameters outlined in Schedule 17 to the DDO, with maximum heights of 24m permitted. Notably, the draft DDO27 also seeks to increase the heights to the east to 28m. None of these sites are located within heritage overlays, ensuring that the extent of future development within these sites will be guided by the heights outlined in the DDO.

207. Heritage advice provided for the initial proposal did not specifically address the proposed height of the building, however it did note that the visibility of the upper levels would adversely impact the existing dominance and landmark qualities of the heritage hotel. Subsequent advice provided for the first Section 57A Amendment stated that '*preferably one level (Four or Five) should be deleted so that the height and proportion of the new built form does not overwhelm the hotel'.*

208. The final advice, relevant to the current decision plans, retract the recommendation outlined in the previous comments, as follows; *'I note that the new built form is less dominant and more recessive than in previous iterations. The setback from Coppin Street of 10.595 meters and 16.67 metres keeps the higher elements more to the east and away from the Swan and Coppin Street corner and its pediment and the more subdued design and colour palette and elimination of the more strident aspects of previous iterations have worked to reduce the visual impact of height which is now less of an issue. The hotel building and the new wing distinctly read as separate elements in views from the north along Coppin Street and in perspective views from opposite and from the west in Swan Street. While there is some visual impact on the landmark status of the hotel it has been sufficiently mitigated by design changes and it is now acceptable'.*

209. Given the compliance with height requirements outlined in the existing DDO, and support for the height from an urban design and heritage perspective, , the proposed height of the 7-storey development is considered to be a suitable outcome for the site.

Massing

South – Swan Street

210. Design requirements outlined for Precinct 3 of Schedule 17 of the DDO note that *'development along Swan Street must continue the street level experience of the Swan Street heritage precincts by maintaining a consistent and prominent street wall'.* This Schedule stipulates that the maximum height of a street wall within this precinct must be either 11m, or the parapet height of the adjoining individually significant building if higher than 11m, with a street wall setback of 0m.

211. The proposal complies with these requirements, with the new section of street wall matching the height of the proposed reconstructed parapet of the individually significant hotel and with a 0m setback of the entire street wall provided. This outcome provides a clear and continuous street wall to Swan Street and preserves the street wall characteristics of the heritage site.

212. It is noted that the current decision plans resulted in a minor increase to the height of the new street wall from that previously proposed. Whereas previously this element sat just below the height of the new heritage parapet, it has now been raised to match the height of the proposed reconstructed parapet along the heritage façade. This alteration is demonstrated in Figures 11 & 12. As can be seen in these images, the increase in height is minimal.

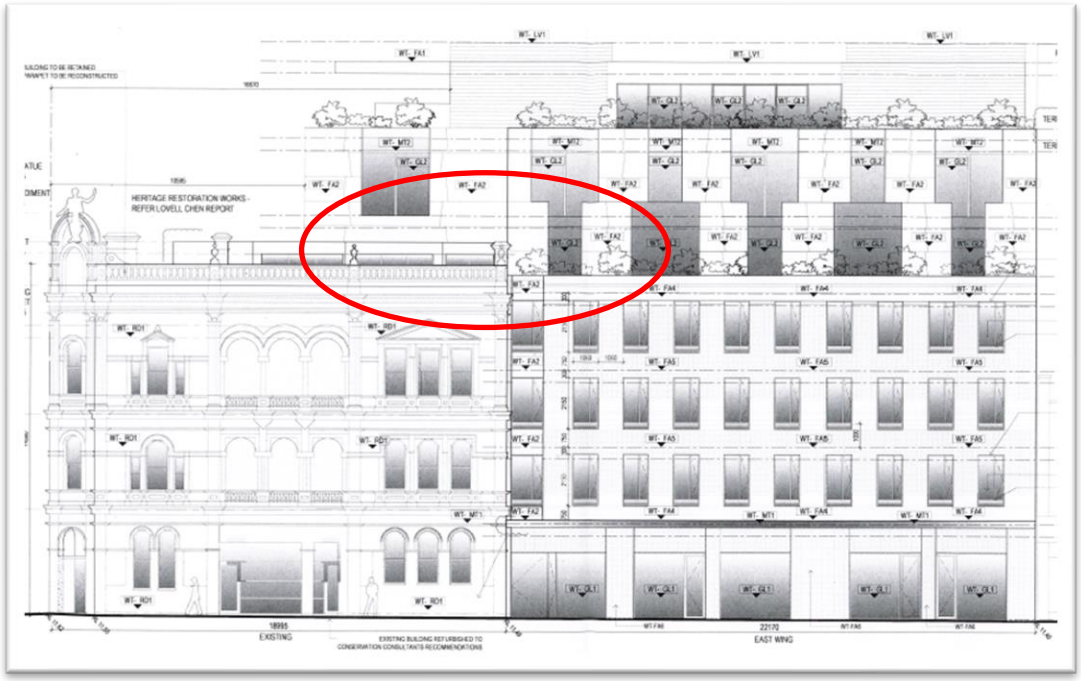


Figure 11: Previous height of new parapet

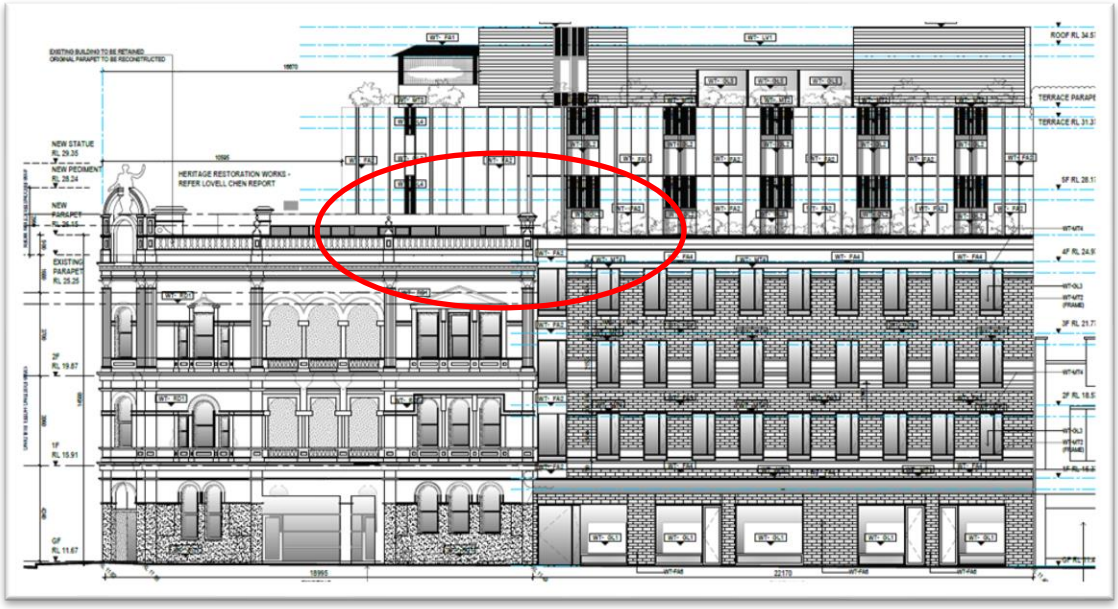


Figure 12: Proposed height of new parapet

213. Council's heritage advisor noted that '*the increased height matches the top of the hotel parapet and as a consequence somewhat diminishes the visual height and strength of the hotel parapet. The height should be the same as previously unless there is a compelling need for increased height such as might be required to align the banding of the new façade with that of the hotel. If that is the case then this is acceptable'.*

214. The raised height is in response to previous urban design comments, which recommended that the new street wall be increased to align itself with the heritage building. The increase in height is also related to requirements outlined in DDO17, which notes that it is preferred for new street wall heights along Swan Street to match the parapet height of the taller adjoining heritage building.

215. Both elements (the new street wall and the reconstructed heritage parapet) will now be consistently aligned, with this outcome subsequently considered acceptable from a heritage perspective.

216. Schedule 17 to the DDO stipulates a mandatory setback of 5m for upper levels from the façade of individually significant buildings. The previous plans for the proposal included a 1.665m-2m set back of the third floor from the original Swan Street façade, however this setback has been amended to 5m in the updated decision plans. This ensures that the mandatory setback from the heritage façade has been met.

217. The DDO notes that a minimum set back of 5m is preferred in all other circumstances (where setback behind a street wall associated with a non-heritage building). The setbacks of the upper levels from the new street wall have increased throughout the application process, with the fourth and fifth-floor setbacks increasing from 2m to 3m in the current decision plans. The design and materials proposed for these upper levels have also altered in the amended plans.

218. Whilst the 3m setback does not comply with the preferred setback of 5m, the proposed setback is considered to be a reasonable outcome in this instance, with Council's Strategic Planning team satisfied that the preferred design requirement outlined in the DDO can be exceeded, based on the following;
    (a) The 3m setback results in a clear distinction between the street wall and upper levels;
    (b) The proposed setback increases the recessiveness of the upper form and allows this element to be read as a separate entity;
    (c) The proposed materials for the upper levels are more 'visually recessive'; and
    (d) The 3m setback aligns with the preferred and emerging built form in Swan Street.

219. Heritage advice also noted that the additional 1m setback of the fourth and fifth levels is more visually recessive when combined with the amended design. Whereas the previous design was considered '*intrusive, dominant and overwhelming'*, the most recent heritage advice states that the updates to the architectural detailing, fenestration, window positioning and materiality is '*much more subdued than previously and allows the hotel to be a visually strong element'.*

220. On this basis, the upper-level setbacks as proposed from the Swan Street frontage are supported.

221. It is noted that the current Amendment C191 which seeks the permanent DDO on the site recommends this setback be increased to 6m. The basis for this increase of 1m is to ensure that upper levels of new development is more recessive, and the character of the existing heritage streetscape is maintained.

222. The retention of the 5m setback from the heritage façade, as opposed to an increase of 1m in line with the draft DDO, is supported. It is considered that the 5m setback provides a generous degree of separation between the heritage building and the upper levels, with the 5m set back suitably restricting visibility of the new built form from Swan Street. The 5m setback was supported by Council's Heritage Advisor, with her most recent comments noting that the setback allows the reconstructed hotel parapet to be silhouetted against the sky. It is not considered that an additional 1m will result in any discernible improvement to these elements. On this basis, compliance with the mandatory 5m setback is supported.

North

223. Schedule 17 outlines a preferred maximum height of 8m for any new built form on a common boundary with a residential zone. The rear wall of the development will be set back 5.77m from the northern boundary, with the only built form abutting the boundary being a fire hydrant booster cabinet and the northern edge of the roller door (at a height of 3.32m). The preferred height for rear wall heights is met.

224. With regards to upper level setbacks, Schedule 17 provides specific diagrams which demonstrate how setbacks should be angled from boundaries with residential land. Figure 13 outlines the recommended 64 degree setback for levels above the boundary wall up to a height of 14.4m, with a 45 degree setback for further upper levels. It is noted that these requirements are 'preferred' as opposed to 'mandatory'.

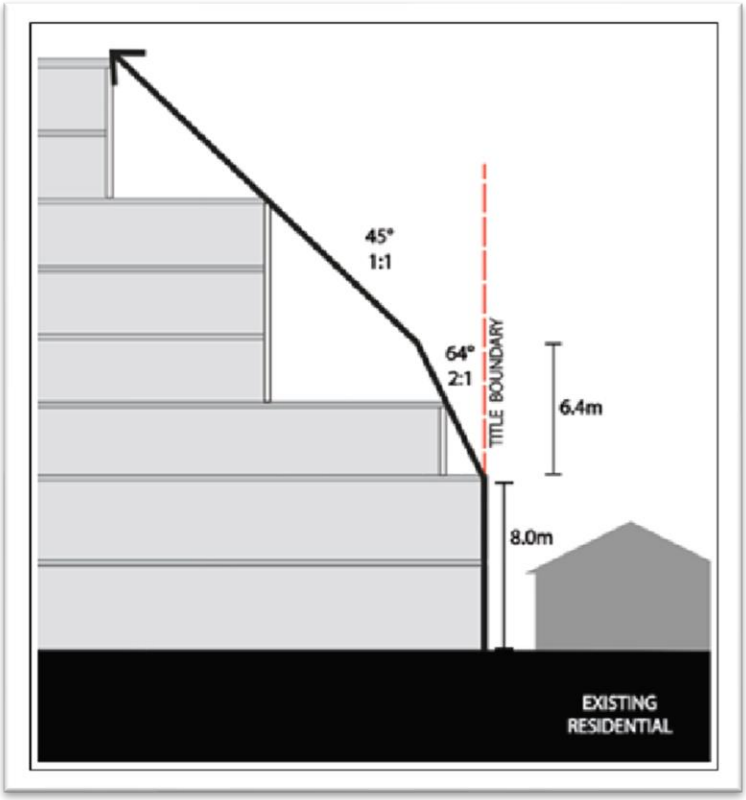


Figure 13: Setbacks preferred in the DDO17

225. Figure 14 demonstrates the proposed setbacks of the rear wall from the site's northern boundary, with the site benefitting from the additional separation provided by the driveway along its northern boundary. The red-line on this image highlights the 'preferred' setback as outlined in the DDO. It is noted that this preferred setback has not been altered in the draft DDO currently before Panel.

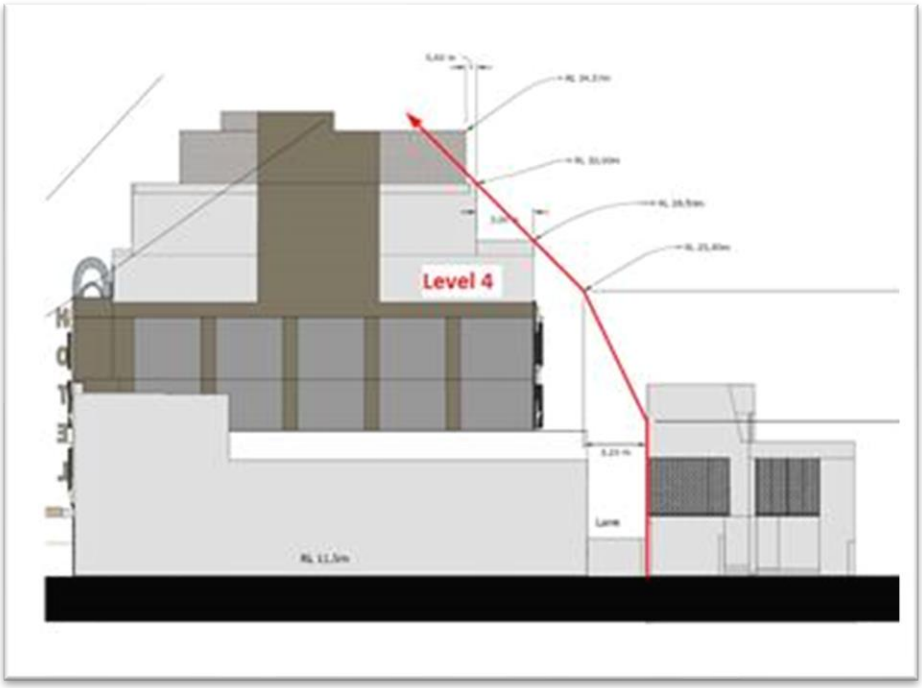


Figure 14: Proposed rear setbacks

226. The development provides a 5.77m setback from the northern boundary from ground to fourth-floor, with the fifth-floor setback increasing to 8.77m and the sixth-floor set back 9.015m from this interface. As shown, all of the levels, with the exception of the upper-most sixth-floor, comply with this recommendation.

227. The original Urban Design advice from Kinetica was not supportive of the upper level setbacks shown in the original design of the proposal, with this advice recommending an additional setback be applied to the 5-7 storeys above the base form, in order to establish a visually recessive 3 storey upper form.

228. In response to the revised design, the urban design advice now recommends *a 'well-defined 3 to 4-storey 'base', a 2-storey 'mid-section' and a recessed roof top level'.* These setbacks would result in a building envelope as shown in Figure 15.

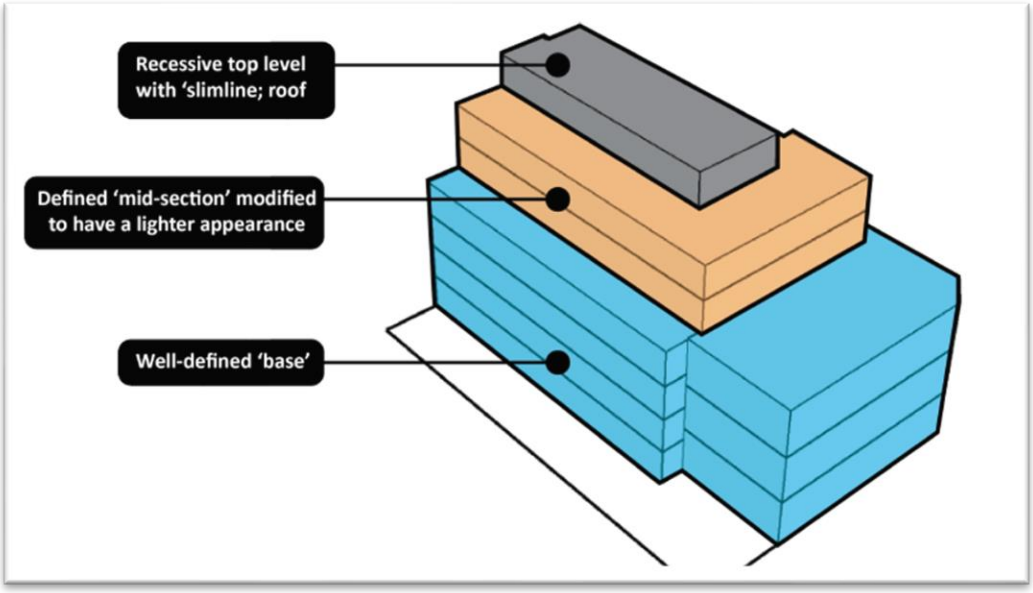


Figure 15: Recommended massing from UD comments

229. Whilst it is acknowledged that these changes would increase the setback of the upper-most level to meet the preferred outcome in the DDO, the existing setbacks proposed for the 'mid-level' section of the building already meet the preferred setbacks outlined in Schedule 17. Further to this, Schedule 17 specifically notes that '*development should minimise stepped form'*.

230. Council's Strategic Planning team did not consider further changes to the rear setbacks necessary, noting the following; *'Whilst it does comply with the rear wall height and 64 degree angle setback at the lower levels, the 45 degree angle setback is not met at the upper levels of the development. However, due to the constraints of the lot depth and the fact that the proposal provides greater than required setbacks at the lower levels, it is the officer view that the proposal may exceed the 45 degree preferred design requirement for the rear interface. The proposal is deemed to meet the intent of the rear interface controls'.*

231. Based on the above, Council's Strategic Planning Officer was satisfied that the preferred design requirement can be exceeded.

232. To further support this outcome, the architectural expression of the development has been amended significantly throughout the application process, with Figure 16 demonstrating the original design and Figure 17 showing the current scheme.

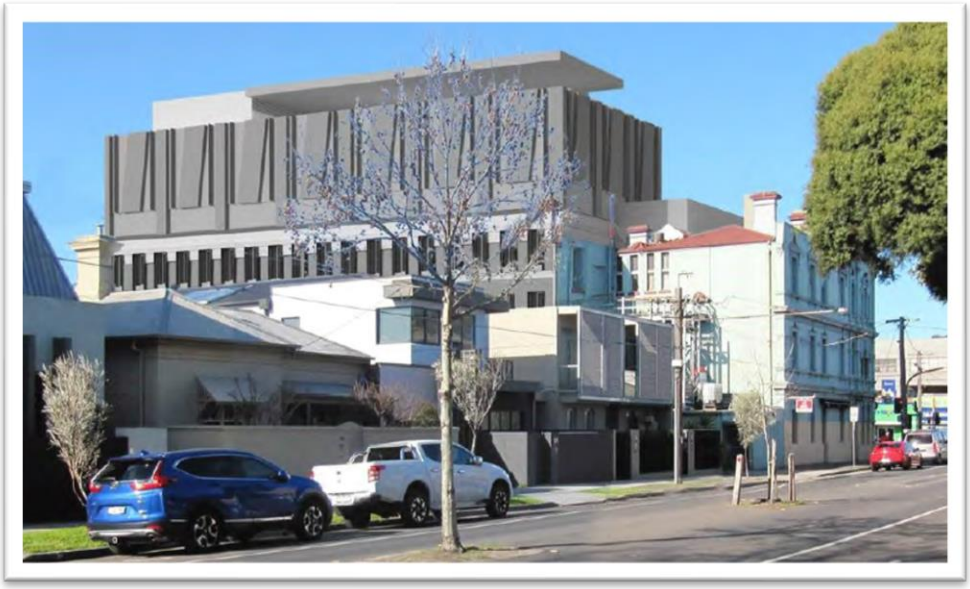


Figure 16: Previous northern wall design



Figure 17: Current northern wall design

233. Whilst the original design provided a solid and overbearing presence, devoid of visible openings and resulting in a heavy mass above the lower levels, the amended design has altered to a less intrusive outcome, with lighter colours, clear fenestration and more defined setbacks. The upper-most level is further softened via the use of light-weight materials and vegetation. This has substantially reduced visual impacts from the northern interface. Based on the amended design, and support provided by Council's Strategic Planners, the proposed setbacks are considered acceptable.

West – Coppin Street

234. Schedule 17 to the DDO has a preferred minimum wall height of 11m along this interface, with no maximum height specified. The proposal complies with this requirement, with the existing street wall, which extends to 13.58m, maintained.

235. The third-floor is set back 5m from Coppin Street, which meets the preferred requirement in this precinct for individually significant heritage buildings (5m). As with the setback to Swan Street, the draft DDO recommends an increase to 6m for this upper level setback. As with the Swan Street setback, the 5m setback is considered acceptable in this instance. It achieves the objective of the DDO, which is to ensure that upper levels to heritage buildings are recessive, and it provides a clear break between the new and old built form.

236. This is further supported by the generous setbacks above this level. The setbacks increase to a minimum of 10.43m at the fourth and fifth-floors, with the south-west corner of the new building set back a maximum of 16.56m from the west and 11.96m from the south. The upper-most level incorporates further setbacks to its southern and western walls, with landscaping surrounding this level replicating the setbacks of the two levels below.

237. These setbacks are successful in enhancing the visual prominence of the original heritage building, by maintaining visibility of the three dimensional form of the building (including the original roof) and allowing the heritage building to maintain its prominence on the corner site.

East

238. Schedule 17 of the DDO provides the following guidance for upper levels building separation where development shares a common boundary:
    (a) *Be setback a minimum 4.5m from the common boundary where a habitable window or balcony is proposed;*
    (b) *Be setback a minimum of 3m from the common boundary where a commercial or non-habitable window is proposed.*

239. There is no requirement under the DDO for any building separation if there are no windows within this wall.

240. Urban design comments on the original proposal recommended a small setback be incorporated into the upper levels of the eastern wall, so that windows could potentially be added into this interface and the development could provide a better presentation ‘in the round’ until the site to the east is redeveloped. However, subsequent comments from Kinetica do not reference this recommendation, instead noting that the direct interface with the eastern boundary is a positive outcome with regards to equitable development opportunities within the eastern site.

241. This altered position is also based on the amended design of this eastern wall, which is evident later within this report at Figures 18, 19 & 20. The use of alternative materials, when combined with the vertical cladding and front and rear setbacks, provides an articulated finish with minimal visual impacts. This outcome was supported from an urban design perspective.

242. Council officers do not support the addition of setbacks from the eastern boundary; it is not considered that east-facing windows are required for any of the hotel rooms, with daylight and visual impacts likely to affect these windows once the site to the east is developed. The amended design has altered the appearance of this wall substantially, with the new treatment providing a good mixture of materiality which creates an articulated and visually interesting design. This outcome is supported and the on-boundary wall is considered acceptable.

Architectural quality

243. Policy at clause 15.01-2S encourages high standards in architecture and urban design, whilst clause 22.02 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, and the architectural integrity and context of the heritage place. It is noted that the original hotel will undergo conservation works as part of this application; these works will be discussed in detail separately below.

244. Materiality in the surrounding context generally consists of masonry for heritage buildings, with the more contemporary buildings composed of rendered/stucco walls. Hard-edge built form is prevalent, with a significant degree of glazing within the more modern facades.

245. The existing heritage building on the site is rendered, with decorative banding extending between each level. Windows have vertical proportions, with inset balconies at first and second-floors of the façade addressing Swan Street. A number of design elements within the new street wall respond to the heritage façade, with horizontal banding aligning with that in the heritage building, and the general fenestration design and locations providing similar proportions to windows within the original façade. The ground floor canopy along the Swan Street façade will also align with the canopy on the building to the east of the site; further integrating the new built form with existing conditions along the streetscape.

246. The brick tiles and off-white concrete banding in the new street wall will replicate the solid masonry finish of the heritage hotel. A narrow vertical ‘recess’ is provided at the junction of the two buildings, thereby separating the old and new built form; allowing the corner of the hotel to remain legible and ensuring that existing ornamental details to the corner of the hotel are preserved. This design feature is supported from an urban design and heritage perspective, with earlier urban design advice recommending that the same materiality proposed for the upper levels should be continued down the central recess between the existing heritage building and new street wall. This material is ‘metal cladding in ‘champagne satin’ and ‘nickel pearl matt’, with the amended plans incorporating this alteration into the design.

247. It is noted that whilst each elevation includes a material and colour schedule with a corresponding code (i.e. WT-FA2 corresponds with metal in a champagne matt and nickel pearl matt shade), the separate colour materials and finishes schedule does not include the corresponding codes, thereby making this schedule at times difficult to interpret. If a permit is to issue, the material and finishes schedule will be updated via a condition accordingly.

248. The design and materials of the upper levels have altered substantially throughout the application process, with this demonstrated in Figures 18, 19 & 20.

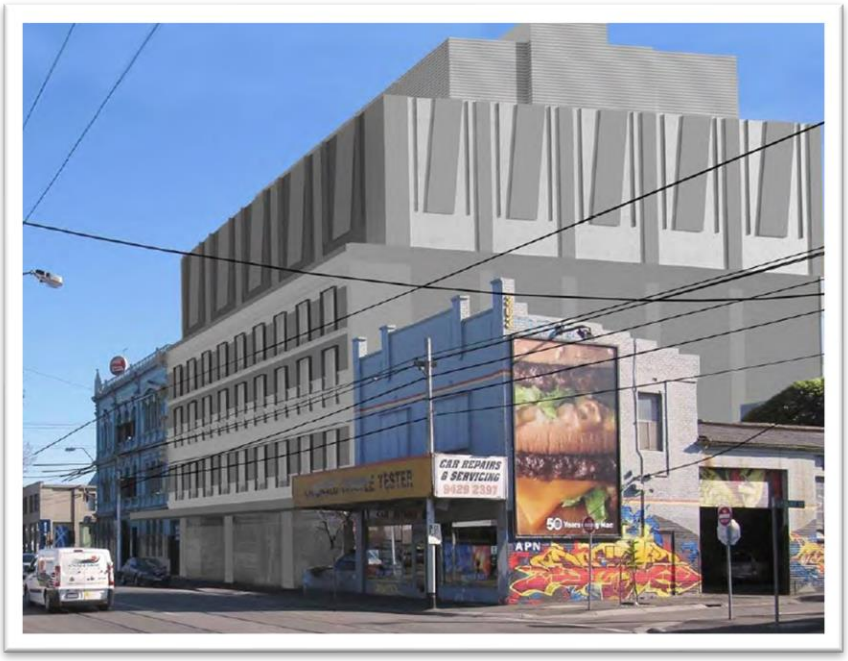


Figure 18: Original design



Figure 19: First S57A Amendment



Figure 20: Current proposed design

249. Urban design advice described the initial proposal as '*unnecessarily complicated'* that '*appears to draw attention to the upper form and compete with the visual richness of the heritage façade'.* It was recommended that '*the material and finished detail of the upper form should be revisited and simplified to create a visually cohesive top form while still maintaining a distinction between the base and the upper form'.*

250. The amended design as shown in Figure 17 was also not supported from an urban design perspective, which stated *'to improve the composition of the building, the materiality of the Fourth and Fifth Floors should be revised to have a lighter appearance. This treatment should also be applied to the lift core'.*

251. The final, and current, design was considered to address these concerns, and the use of the more lightweight material and colours has urban design support.

252. Similarly, heritage comments on the original proposal described a '*bland, unattractive and unrelated façade design which is not respectful of the hotel, which is of Individual architectural significance and is a local landmark. It does not respect the pattern, rhythm, spatial characteristics, fenestration and heritage character of the historic streetscape or the hotel'.* Further comments noted that '*the façade treatment of the Fourth and Fifth floors (angled terracotta fins) is also unrelated to the hotel aesthetic and is intrusive, dominant and overwhelming and is also not visually recessive. A more architecturally quiet and polite surface treatment is required'.*

253. Heritage comments on the final design note that *'the updates to the architectural detailing, fenestration, window positioning and materiality appear to be acceptable, is much more subdued than previously and allows the (original) hotel to be a visually strong element'.*

254. Positive feedback on the amended design was also provided by Council's Strategic Planning Unit, based on heritage design requirements outlined in Schedule 17 to the DDO. It was highlighted that the 'simple' design of the amended façade did not compete with the more elaborate heritage building, with the vertical proportions respecting those on the original façade. The height of the new street wall maintains the original street wall proportions of the key corner site and the vertical banding along the new façade maintains the original verandah height of the heritage hotel. It was also noted that the new development avoids large expanses of glazing above the ground floor.

255. Other elements of the design that have been amended throughout the application process include the addition of stall boards beneath the ground floor glazing of the retail tenancies, the removal of previously proposed ‘decorate elements’ between the new windows and parapet and the addition of recesses for the windows. These changes were all based on recommendations within the urban design and heritage advice and are supported.

256. The eastern wall of the development is considered to provide an improved outcome when compared to the previous designs illustrated in Figures 18 & 19. Figure 21 demonstrates how the alternative materials, when combined with the vertical cladding and front and rear setbacks, provides an articulated finish with minimal visual impacts. This design is supported.

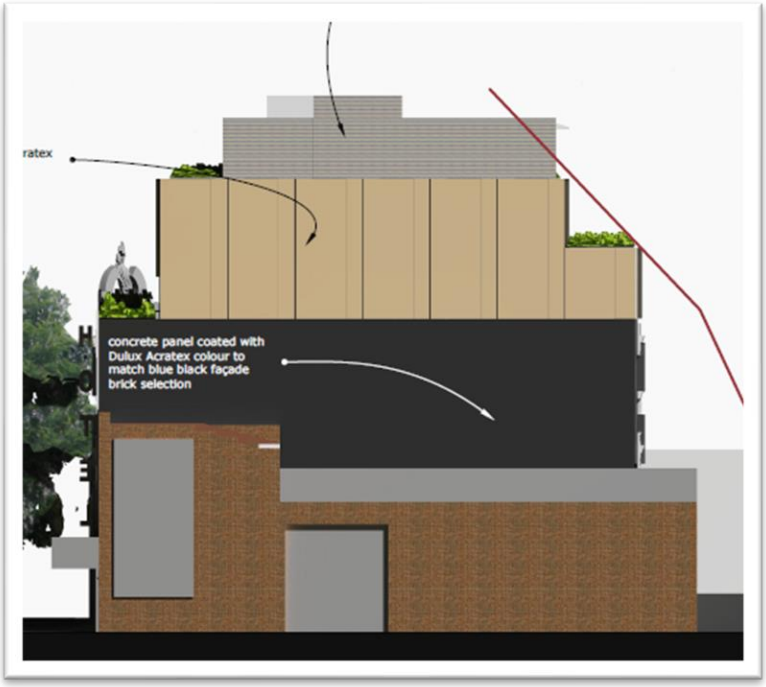


Figure 21: Eastern boundary wall

257. Three issues raised within referral comments remain outstanding; these include the following;
    (a) Urban Design noted that the fourth and fifth-floor of the Coppin Street (west) elevation present as a relatively blank wall, aside from some vertical articulation, with the inclusion of glazing recommended. Planning officers do not consider this necessary; the setback of these levels will reduce visibility to this wall from most vantage points to the west. This is demonstrated in Figure 22, with only a small portion of this wall visible from Coppin Street. It is also considered that the simple, unadorned design will retain the prominence of the heritage hotel without competing with it visually. No changes to the design of these walls are required.



Figure 22: View of western wall from Coppin Street

(b) Urban Design stated that the roller door entry on Coppin Street could be better incorporated into the ground level façade design. The current design proposes a standard roller door steel shutter; whilst this element is set back within the site, it presents a harsh and solid frontage that provides no integration with the heritage façade. A more transparent material could assist in softening the appearance of this feature, with the use of mesh or a similarly perforated material reducing the prominence of the door. This outcome can be facilitated via a permit condition.

(c) Strategic Planning highlighted that it is not clear whether reflective glazing has been incorporated into the historical openings of the heritage façade, noting that this should be avoided. Planning officers agree with this observation and a permit condition ensuring that non-reflective glazing is used will be added accordingly.

Conservation Works

258. Restoration works to the hotel are proposed as part of the development. These include reconstruction of the original parapet, including the reinstatement of the 'Statue of Hospitality', which was originally located on the south-west corner of the heritage building (as demonstrated in Figure 23). Other conservation works will include repairs and restoration to paint, external render and windows of the heritage hotel.



Figure 23: Image of original pediment and statue

259. With regards to the conservation works, and with particular reference to the reconstruction of the parapet and statue, Council's heritage advice noted that *'these elements are no longer extant but are significant elements in the architectural presentation of the hotel. While there is some loss of original fabric, the conservation works which appear to be proposed will make a positive contribution to the building which will balance any loss caused by removal of fabric and reconstruction as per the Burra Charter methodology is appropriate and encouraged'.*

260. This advice noted that a condition of any permit should require a comprehensive schedule of conservation works, including a requirement that the reconstruction of the parapet, pediment and statue of "Hospitality" is prepared by a suitably qualified conservation consultant or architect and to the satisfaction of the Responsible Authority. The condition should also ensure that all of these works are undertaken as part of the redevelopment proposal and not at a later date.

261. It was recommended by Council's heritage advisor that the existing angled Swan Street recessed entry within the heritage building be removed, and the original ground floor façade be restored, or if the inset entry is to remain, to utilise this space for DDA access to the proposed café. This is an existing feature and does not form part of the suite of conservation works proposed by the Applicant. The entry will be incorporated into the new entrance design to the ground floor venue. On this basis, the extent of this reconstruction is beyond the scope of this application and it is not reasonable to require works such as this to be undertaken.

262. External paint controls apply to the heritage building. Council's Heritage Advisor stated that all proposed colours to the exterior of the hotel are to be determined by microscopic paint analysis. This would indicate whether the hotel was originally unpainted render, had a render wash or would provide information about any original early surface colour. The latter applies also to timber and any original metalwork. This analysis should dictate the future colour palette of the heritage hotel.

263. All of these requirements will be included in a condition which requires the submission of a comprehensive schedule of conservation works.

Public Realm and pedestrian spaces

264. The proposal achieves a positive outcome with regards to the public realm, with the design at ground level providing an active ground floor frontage to Swan Street and Coppin Street. The interface with Swan Street is improved by the proposed removal of the existing crossover, with the new building constructed hard-edge to the street, thereby continuing the built form pattern and providing a consistent frontage along this interface.

265. Comments were sought from Council's Urban Design unit on matters including the proposed development's integration with the streetscape and public realm, including vehicle/pedestrian entries, forecourt and lift lobby location. This advice noted that the location of the main entry is considered reasonable, with this new component of the development facilitating disabled access and pedestrian shelter without compromising the heritage building. Council's Strategic Planning unit agreed, noting that '*pedestrian access to all uses of the development is off Swan Street, providing street activation and maintaining existing access points from the former Central Club Hotel'.* This outcome is consistent with the requirements of Schedule 17 to the DDO.

266. Urban Design noted that the proposed canopy, which is to extend along the Swan Street frontage of the new building, is supported in principle, however the 750mm setback from the kerb may compromise street tree growth in this location. Council's Streetscapes and Natural Values team did not raise any concern with the location of the canopy, with comments from this team indicating that the two existing trees on the Swan Street footpath are small and do not command a significant amenity value. If a planning permit is to issue, a bond will be placed on these trees, and in the event they are damaged, replacement planting costs will be incurred by the permit holder.

267. As an external referral authority under Section 55 of the Act (given the designation of Swan Street within the Road Zone), VicRoads stipulated that a condition of any permit issued must be that the '*canopy along the Swan Street boundary to be setback back no less than 750mm from the back of kerb'.* This condition, along with other conditions relating to the canopy and vehicle crossing on Swan Street, will be added to any permit issued accordingly.

268. The proposal complies with the 'vehicle and pedestrian access' requirements of Schedule 17 to the DDO, with Coppin Street designated as the preferred vehicle access location.

    Council's Strategic Planning team noted that *'the vehicle access point has been located to maintain a pedestrian friendly environment as Swan Street is the main entry point to the hotel (serviced apartments), shop and food and beverage premise, limiting conflict between vehicles and pedestrians* and that '*the vehicle access point is located on Coppin Street, at the furthest point from the intersection with Swan, providing the safest cross over place in terms of pedestrians and other motor vehicles'.*

    Landscaping

269. Landscaping and planting is proposed in the form of a vertical green wall along the northern boundary, as well as within the southern setback at the fourth-floor, the northern setback at the fifth-floor and surrounding the roof terrace along its northern, southern and western interfaces. The extent of landscaping is supported, with this feature adding a degree of visual interest and 'softening' to the built form. It is noted that Council's heritage advice was not supportive of this landscaping, unless a Landscape Plan was incorporated into the permit to ensure that these elements are maintained. If a planning permit was to issue, it would include a standalone Landscape Plan to ensure this occurs.

270. The Landscape Plan would require the following (as outlined by Council's Open Space unit);
    (a) Detailed planting plans and plant schedules, with these documents to contain the following information;

(i) The botanical names, common names, mature height and spread, installation size and plant spacing's of all proposed plants (with plant selection to consider the amount of shade or sunlight each terrace will receive, as well as fostering biodiversity);
(ii) A detailed planting plan showing plant locations and quantities;
(iii) A legend containing key features, materials and surfaces;
(iv) Dimensions of any raised planter areas;
(v) Planter material;
(vi) Details showing watering proofing, soil media specification, drainage and layers, mulch;
(vii) Information on irrigation and drainage systems
(viii) Notes on the maintenance schedule, tasks and duration, and maintenance access; and,
(ix) Details on the load bearing weights for the building (with these to be checked and confirmed by suitably qualified structural engineers against the saturated bulk density of soil media, planter box and plant mass proposed).

Site Coverage

271. The proposed building would occupy approximately 80% of the entire site. This is consistent with the existing building on the site, and many buildings in the local area. The direct abuttal to three of the four boundaries at the lower levels is considered to be contextually responsive in this urban location and is supported.

Light and Shade

272. Schedule 17 of the DDO states that (of relevance) *'development must not overshadow any part of the opposite footpath of Coppin Street between 10am and 2pm at 22nd September'* and that '*a permit cannot be granted to construct or carry out works that would overshadow any part of the southern footpath of Swan Street between 10am and 2pm at 22nd September'.*

273. Shadow plans submitted with the original application indicate that whilst shadows fall within the western footpath of Coppin Street at 9am, these shadows are associated with the existing triple-storey hotel and will move away from this footpath by 10am. At no time throughout the day will shadows affect the southern footpath of Swan Street. The extent of these shadows will decrease further, based on the additional setback to the upper levels provided in the amended plans. This ensures that the requirements of the DDO are met.

<u>Internal Amenity</u>

Daylight

274. It has been well established by VCAT that residential hotels do not require the same standard of internal amenity as a dwelling given the short term, temporary nature of the accommodation type. In the matter of *Tribe v Whitehorse CC* [2014] VCAT 212, the Tribunal made the following observations at paragraphs 59 and 62 regarding serviced apartments, which could equally apply to a residential hotel:

> *[59] The proposed apartments do not have layouts or facilities consistent with what would typically be provided for dwellings. As noted by the objectors, some apartments do not have balconies or ground level courtyards for open space, living spaces rather than some bedrooms are 'internalised' within the unit layout and facilities like storage and areas to dry clothes are not provided. The 'apartments' are, in many cases small, and more akin to a motel unit with cooking facilities.*

[62] By and large, I do not see any difficulty with apartments of the size and type proposed being used for temporary accommodation. However, I would not approve them for dwellings providing permanent accommodation given the standard of amenity they provide. The absence of open space for some apartments, the internal layouts and absence of facilities do not make the proposed units suitable for permanent accommodation

275. However, whilst residential hotels are not expected to provide the same level of internal amenity as permanent accommodation, a level of amenity commensurate with the expectations of temporary accommodation still needs to be considered. This was explored through the recent VCAT decision *Langridge and Cambridge Funding Development Pty Ltd v Yarra* CC [2018] VCAT 703, which at paragraph 126 stated that:

[126] We accept there is limited guidance in the scheme as to the benchmarks that would demonstrate that a hotel room provides acceptable amenity. Clearly daylight, ventilation, safety and communal spaces are necessary starting points.

276. In this case, the Tribunal was not persuaded that the daylight or size of the hotel rooms were adequate. The smaller rooms dimensioned at 2.2m by 4.9m and failed to provide enough chairs for the occupants of the room. In contrast, the hotel rooms in the current proposal are of a reasonable size. There are three layouts; studios, one bedrooms and two bedrooms. The studio, being the smallest of the hotel rooms, has a minimum floor area of 31.9sqm, with widths of 4m and depths of 6m. These smaller rooms also include seating and a kitchenette, with a number of the larger hotel rooms providing couches and dining tables. The furniture layout of all rooms indicate that they will provide a good level of internal amenity to future guests.

277. A total of 27 of the 57 rooms have bedrooms that rely on borrowed light and ventilation from the living areas. To facilitate this, walls between the bedrooms and living areas contain glazed sliding screens, as shown in Figure 24.

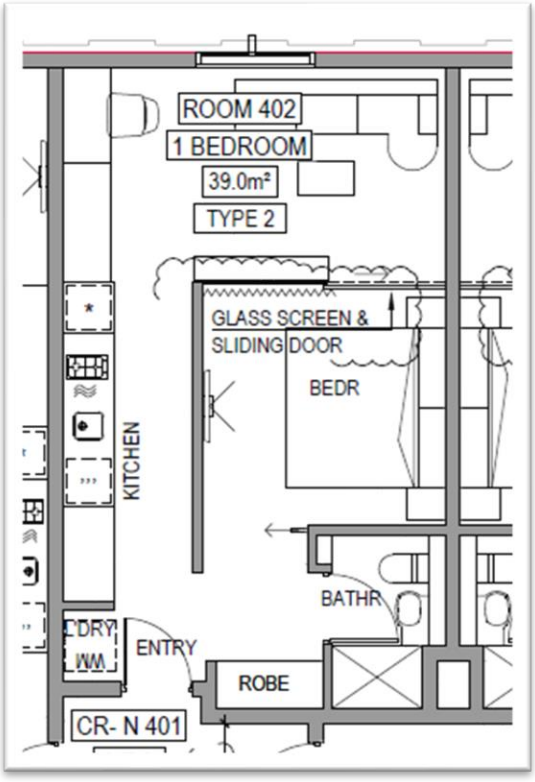


Figure 24: Indicative layout of hotel room with borrowed light

278. While this would not be an acceptable arrangement for long-term accommodation, it is considered suitable for short stay accommodation. A notable difference between a hotel room and an apartment is that significantly less time is spent inside the rooms, particularly in bedrooms, during the day. While the reliance on borrowed light was criticised by the Tribunal in *Langridge and Cambridge Funding Development Pty Ltd,* in contrast to that proposal, all living rooms will have excellent access to natural light and ventilation, with the majority of such rooms having a northern orientation and a generous set back from the northern boundary. It is also highlighted that all of the bedrooms relying on borrowed light are associated with 1-bedroom hotel rooms; thereby ensuring that the glazed screen can be kept open throughout an occupants stay with limited impact on privacy.

279. Ark Resources was engaged by the applicant to undertake an assessment of internal daylight levels within the hotel rooms, with this assessment utilising the benchmarks incorporated in the Built Environment Sustainability Scorecard (BESS) for residential developments. This tool sets the following performance standards for daylight within apartments:
    (a) at least 80% of dwellings achieve a daylight factor greater than 1% to 90% of the floor area of each living area, including kitchens.
    (b) at least 80% of dwellings achieve a daylight factor greater than 0.5% to 90% of the floor area in all bedrooms.

280. Two types of room layouts were used for this assessment; these were Room 103 (which incorporates an internal bedroom) and Room 109 (which is a studio room).

281. The daylight modelling indicated that both room types exceed the residential illuminance threshold for bedrooms over more than 90% of the floor area and approximately 75% of each room based on the threshold illuminance for living/kitchen zones. These results confirm that the bedrooms meet the City of Yarra's best practice standard for residential development for bedrooms whilst the living zones are only marginally below the residential standard. It should be noted that these results represent a 'worst case' outcome as the rooms modelled are on level 1 and internal illuminance levels will be higher on upper levels.

    The report concludes that these outcomes are acceptable, given the 'transient occupancy' of hotel accommodation.

282. To ensure that guests are only occupying rooms for a short period of time and the transient nature of the use is adhered to, a condition of any permit issued will require the owner of the land to enter into a Section 173 Agreement stipulating a maximum duration for guests (staying in those rooms which rely on 'borrowed light') will be 30 days. This is considered a reasonable timeframe to accommodate short business trips and holidaying guests. A duration beyond 30 days is considered to denote a more established living arrangement (albeit still temporary), where the internal amenity is likely to cause a greater imposition on the resident of the rooms. A condition will be added to the permit to facilitate this.

    Noise

283. An acoustic report was submitted with the application (prepared by Audiometric & Acoustic Services (A&AS)) and reviewed on behalf of Council by SLR Consultants (SLR). This report assessed external noise sources to ensure that the internal amenity of the residential hotel is not adversely affected, and also assessed potential mechanical noise, patron and music noise levels from the premises to ensure that surrounding dwellings are not adversely impacted. Impacts on surrounding dwellings will be discussed within the 'off-site amenity' section of this report.

    Road Traffic Noise

284. Road traffic noise is identified as the main source of impacts to the subject development, with trams operating along Swan Street, directly in front of the hotel. The acoustic report relied on background noise measurements that were conducted in 2011 and 2018, with A&AS stating that there has been little change in traffic noise levels since 2011, and that this earlier data is more relevant, as the 2018 measurements were taken during unsuitable weather conditions.

285. Whilst SLR agree that this may be acceptable, they note that the 2018 data was not clearly presented in the acoustic report. Further to this, recommended acoustic ratings are provided for the windows, roof/ceiling and external walls of the development, however SLR note that it is not possible for them to fully check these ratings without knowing the spectral characteristics of the traffic noise. Whilst indicative calculations suggest that the ratings are reasonable, an amended acoustic report including all relevant data will be required via a permit condition, and upgrades to the acoustic ratings will be required if necessary.

286. Section 3.0 of the acoustic report nominate the following road traffic design targets;
    (a) 35 dBA Leq,9hr in bedrooms overlooking Swan Street, and
    (b) 40 dBA Leq,18hr in living rooms.

287. SLR recommends that the target for living rooms is the Leq,15h or Leq,16h rather than the Leq,18h, which extends to midnight. This recommendation will be incorporated into the amended report via a permit condition.

Mechanical Plant

288. An air-conditioning mechanical plant is proposed to be installed on a roof mounted plant deck (Level 7 of the building). Details of the equipment are not currently available, however A&AS indicate that an exceedance of allowable levels is unlikely. They nevertheless recommend that an acoustic review of the equipment be conducted during the detailed design phase.

289. SLR agree that this equipment is unlikely to create noise issues both within and external to the site, however they recommend that the SEPP N-1 noise limits are calculated and included in an amended acoustic report. These limits will need to be met by mechanical plant associated with the existing hotel and any plant serving the ground floor commercial tenancies, common areas and the roof top terrace. This amendment will be required via a permit condition.

Environmental Sustainability

290. A Sustainability Management Plan (SMP) was prepared by Ark Resources and submitted with the original application, with this document outlining the following ESD commitments provided by the development;
    (a) A 10% improvement on the minimum NCC required energy efficiency standard for the building fabric;
    (b) The provision of a 20,000L rainwater tank and a 10m2 ‘buffer strip’ to take runoff from the driveway, with these elements connected to toilets at ground level and within the roof terrace and achieves a STORM rating of 112%;
    (c) A 9kWp solar photovoltaic system to contribute to electricity consumption;
    (d) Energy efficient heating/cooling, lighting and hot water systems;
    (e) Acceptable daylight access to rooms (based on short-term accommodation);
    (f) Irrigation to be provided by rainwater, drip-irrigation to drought tolerant and/or indigenous species; and,
    (g) The provision of landscaping on the rooftop and vertical green-walls.

291. Of the items outlined above, the capacity of the solar panels on the roof plan will be required as a notation via a condition of any permit issued.

292. Council's assessment of the SMP highlighted a number of deficiencies with the energy efficiency of the development. These are outlined below;
    (a) The rooms on the fourth and fifth floors, and within the heritage component of the building, appear to have fixed glazing with no access to natural ventilation. Other levels have operable windows. Ventilation to these rooms will be required;
    (b) The internal common area glazing into the atrium also appears to be fixed. It is recommend that the internal common area atrium also have operable windows (these can be restricted for safety reasons);
    (c) The fourth and fifth floor north-facing windows have significant levels of glazing exposed to summer sun angles, resulting in unwanted levels of solar gain. Clear glazing is currently specified to these upper level facades. It is considered appropriate to either provide additional thermal energy analysis to demonstrate that cooling loads to residential rooms at these levels have lower than 30MJ/m2, or equivalent, or to provide shading measures to these rooms to alleviate this heat gain.

293. All of these requirements will be facilitated via an amended SMP and relevant conditions if a planning permit is to issue.

294. Further information that was recommended by Council's ESD Advisor includes the following;
    (a) The provision of a completed energy report (JV3 or equivalent) demonstrating that the energy efficiency targets have been met prior to occupation;
    (b) Details confirming that the 'buffer strip' has suitable sub-surface slotted ag pipe to handle drainage from driveway, with a section diagram demonstrating this provided in the drainage plan;
    (c) Foldable clothes drying racks fixed to each suite;
    (d) An organic waste management system, such as compost;
    (e) Showers and lockers to support staff cycling to work;
    (f) Electric vehicle charging infrastructure;
    (g) Low VOC wall, floor and ceiling coverings, and zero formaldehyde engineered timber products;
    (h) FSC accredited timber be specified for all timber used in this development;
    (i) Concrete mixes with a minimum recycled/post industrial waste content;
    (j) Environmentally certified PVC for all pipework, flooring, blinds and cables; and,
    (k) The provision of an Environmental Management Plan, to be prepared by the builder to manage and monitor activities undertaken during construction.

295. Of the recommendations outlined above, the only one that is not considered necessary is the provision of foldable clothes racks; these would be internal to the hotel rooms, with planning permits unable to have control on any internal fixtures provided. The internal nature of these racks would be necessary, with few hotel rooms having access to a balcony. Of the rooms that do have balconies; these address Swan Street and are within the heritage façade. It is not considered appropriate for visible clothing racks to be available within these balconies.

296. The remaining recommendations will be required via an amended SMP and associated condition of any permit issued.

    Off-Site Amenity

297. Clause 15.01-2S of the Scheme aims to provide building design that minimises the detrimental impact of development on neighbouring properties, the public realm and the natural environment, with potential impacts relating to overshadowing, loss of daylight to windows, visual bulk and overlooking of sensitive areas. The relevant policy framework for amenity considerations is contained within clause 22.05 (Interface uses policy) of the Scheme, with decision guidelines at Clause 22.05-6 stating 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. Further to this, a general design objective at Schedule 17 to the DDO is *to minimise the amenity impacts on residential properties adjoining the Swan Street Activity Centre including overlooking, overshadowing and visual bulk impacts.*

298. Based on the context of the site, being to the south of any residentially zoned land and with commercial zoning to the east, west and south, the following off-site amenity impact discussion will be limited to the sensitive interface to the north.

Visual bulk

299. The development incorporates relatively generous setbacks from the northern boundary at all levels, with the lower elements set back 5.77m from this interface and increasing to 8.7m and 9.015m at the upper floors. Whilst views to the proposal will be clearly visible from the SPOS to the north and from further north along Coppin Street, it is not considered that any of these views result in unreasonable visual impacts.

300. The design of the northern wall of the proposal incorporates a good solid to void ratio, with the landscaping at the upper levels further softening the visual impact of this wall. The upper-most level will be finished in a lighter-weight material than those below, with the additional setback of this level restricting direct views from the courtyards directly to the north. Whilst long-range views of the upper-most level will be available, the distance provided will reduce visual impacts from these vantage points.

301. As outlined previously within this report, Council's Strategic Planning team did not consider further changes to the rear setbacks necessary, noting that the proposal is deemed to meet the intent of the rear interface controls, and provides an acceptable transition in height and visual impacts to the adjoining residential land.

Overlooking

302. Clause 22.05-4.2 of the Scheme states that '*new non-residential development is to be designed to….minimise the potential for unreasonable overlooking of private open space areas and into habitable room windows of adjoining residential properties, through the use of appropriate siting, setbacks, articulation and possibly screens'.*

303. The lower four levels of the development are set back 5.77m from the site's northern boundary, with two ground-level courtyards associated with residential properties directly to the north (within the GRZ). There are no habitable room windows associated with these dwellings addressing the subject site. When relying on the ResCode overlooking standard, it is considered that views within 9m from habitable windows at these levels may fall within these areas of SPOS. Whilst a notation on the northern elevation indicates that the operability of these windows will be restricted to 125mm; it is not clear whether any further measures have been incorporated into the window designs to mitigate potential overlooking impacts.

304. It is considered that this element of the proposal could be readily resolved by screening/obscure glazing where necessary to these north-facing windows, unless it can be demonstrated that the restricted opening of these windows will suitably limit views. This will be included as a condition accordingly.

305. Views from the two upper levels are considered to be suitability restricted, with the setback of these levels increased to 8.7m, and the projection of the levels below likely to impede unreasonable overlooking opportunities from these rooms.

Daylight to windows

306. There are no habitable room windows located within the dwellings to the north that directly address the subject site.

Overshadowing

307. Shadowing on the public realm has been discussed previously. Given the location of the site to the south of the GRZ, there will be no additional overshadowing within adjacent areas of SPOS.

308. Given the location of the proposal on the northern side of Swan Street, with the only residential land within proximity to the site being to the north; there will be no additional overshadowing impacts experienced in any residential properties surrounding the site.

Noise

309. It is considered that the residential component to the proposal is unlikely to result in unacceptable noise emissions to the nearby properties, given the nature of residential use generally not creating significant noise levels. Noise associated with the shop use at ground level would also be relatively limited, given the minor scale of this use and the surrounding commercial context. Potential noise impacts from the mechanical equipment has been discussed previously within this assessment.

Music Noise

310. A&AS observe in Section 2.1 of the acoustic report that the Central Club Hotel is the only source of live music within 200m of the proposed development. The application stipulates that neither of the proposed venues will continue to play live music, with only background music proposed. The acoustic report advises that 6 to 8 speakers will be located around the perimeter of the roof top terrace, facing towards the centre of the space. The recommended levels are 73 dBA and 78 dBC @ 1 m from any speaker, and a formal SEPP N-2 assessment has not been provided.

311. SLR agree that the proposed music levels are sufficiently low, and that as a consequence, a formal SEPP N-2 assessment is not warranted. However, it is recommended that the acoustic report be amended to include advice for the setting and monitoring of music levels to ensure that the levels are not exceeded. This will be facilitated via a permit condition.

Patron Noise

312. The acoustic report has assessed patron noise from the roof top terrace to the dwellings directly to the north of the site. The assessment has been based on a maximum of 100 patrons, and has been undertaken on the assumption that this venue would operate until 1am (however, the application only proposes operation until 10pm).

313. Based on this assessment, A&AS note that the predicted noise level in the courtyards of the closest dwellings are 44 dBA Leq. This level complies with the identified limits for Friday and Saturday until 1am, but exceeds the limits for Sundays. Based on this, A&AS recommend that this venue should not open beyond 10pm on Sundays unless other mechanisms for control are identified and implemented, but that operations at other proposed times is reasonable for up to 100 patrons.

314. The Applicant has confirmed that the roof top café will only operate until 10pm each night. This alleviates the concerns outlined above. This outcome is supported, particularly as SLR noted that their indicative predictions of patron noise impacts are higher than those presented by A&AS, and that they were uncomfortable with the application of higher background noise limits for Monday to Thursday nights, as the background noise monitoring was only undertaken on a single Monday night.

315. In their review, SLR stated that unless further data is provided, they would recommend 10pm closing Sunday to Wednesday or Thursday nights. This closing time is reflected in the application material, thereby ensuring that patron noise impacts to the adjacent sites are acceptable. The amended Acoustic Report required via a permit condition will be required to reflect these operating hours and patron numbers.

Equitable development

316. To ensure the 'fair, orderly, economic and sustainable development of land' in accordance with the objective of the Act, matters of equitable development must be considered. In this instance, the site is separated from land to the south and the west, with the retention of the existing driveway along the northern boundary providing adequate setbacks for future development to the north. This is particularly the case, given the residential zoning to the north, and the mandatory height restrictions of 9m that apply to this land.

317. It is likely that the site to the east will be developed in the future, with the same height parameters (24m) applying to this land. The blank wall along the eastern boundary enables future development on No. 301 Swan Street to extend to the boundary. This site is bound by a road to its east and south, and a carriageway easement (which also benefits the subject site) to its north. This provides ample opportunities for daylight to access any future building on the land.

Car parking, traffic, access and bicycle provision

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Hotel rooms	57	Not Specified in 52.06-5	To the satisfaction of the Responsible Authority	7
Shops	143.6sqm	3.5 spaces per 100sqm of net floor area	5	0
Café/Hotel	250.3sqm	3.5 spaces per 100sqm of net floor area	8	0
		Total	**13 Spaces**	**7 Spaces**

319. As outlined previously, 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. Based on the above, and pursuant to Clause 52.06-3, a reduction of 13 car parking spaces associated with the commercial premises is required. A total of 7 car parking spaces are proposed on-site, with the Applicant confirming that these spaces are allocated to the residential hotel.

320. It is noted that the Engineering referral was undertaken on the understanding that the roof top café was only accessible to hotel guests, and therefore formed an 'ancillary' use to the residential hotel. The floor area of this space was subsequently not included in the statutory car parking rate attributed to the 'food and drink' premises. With a floor area of 106sqm, an additional reduction of 3 spaces on top of what was considered is required. As this number is limited, and based on the assessment below, re-referral to Council's Engineers was not considered necessary.

321. Whilst 7 spaces are proposed, it is noted that carpark 7 is located within the carriageway easement at the rear of the adjacent site; No. 301 Swan Street. The proposal seeks to use this space as a car park and remove the existing crossover to Duke Street, however Council Engineers have confirmed that this carriageway easement is also in favour of the land at No. 301 Swan Street.

322. Given the above, access to the easement must be available to all properties which it is in favour of and no portion of the easement is to be used as a car space for the development. On this basis, if a planning permit is to issue, a condition will require the removal of this space and the retention of the existing crossover. This subsequently reduces the number of on-site car parking spaces to 6.

Parking Availability

323. To ascertain the availability of car parking in the immediate area, on-street car parking surveys were undertaken by Grojan Pty Ltd on Friday 16 June 2017, Saturday 17 June 2017 and Sunday 18 June 2017 between 11:00am and 3:00pm and 6:00pm and 10:00pm. The survey area encompassed Swan Street (Mary Street to Lord Street) and Coppin Street (185 Coppin Street to Railway Line). The times and extent of the survey were considered satisfactory by Council Engineers. Within this area, an inventory of 81 publicly available spaces was identified.

324. On the Friday and Saturday nights when the survey was undertaken, the hotel and band room were in use, with 130 patrons and 120 patrons respectively attending the hotel at these times. On the Sunday, a school concert with 220 patrons took place within the existing venue. The results of the survey indicated that the peak parking occupancy in the study area was observed at 1:00pm on the Saturday, with 73 spaces occupied (90%), resulting in 8 spaces vacant. At all other times, between 11 to 28 spaces were available.

325. Time restricted kerbside parking is available within all streets surrounding the site, with restrictions generally 2P when clearways are not enforced. Permit only parking applies to areas of Coppin Street and Duke Street predominantly in evening hours.

326. Given the above, Council Engineers determined that the provision of on-site car parking was appropriate in the context of the development and the surrounding area, with the time-restricted parking surrounding the site ensuring that any short-stay parking overflow from the site could be accommodated on-street. It was concluded that patrons and visitors to the site would utilise the availability of alternative transportation modes which are located near the site.

Parking demand

Residential Hotel

327. As outlined previously, there is no statutory car parking rate for 'serviced apartments' provided in clause 52.06 of the Scheme. Serviced apartments can be classified as tourist accommodation facilities. In terms of parking provision for this type of accommodation, the NSW Roads and Maritime Services '*Guide to Traffic Generating Developments'* provides a parking rate of 1 off-street space per 4 bedrooms (equating to 0.12 spaces per one-room apartment). Based on this guide, on-site parking for the proposed hotel could be provided at a rate of 0.12 spaces per apartment, resulting in approximately 7 spaces (57 x 0.12). Whilst slightly lower than outlined in this document, the provision of 6 spaces is considered adequate, based on factors discussed below.

328. The Traffic Report notes that 'Punthill Apartments' are likely to be the operators of the hotel, with this hotel group currently operating a number of smaller-scale hotels in and around Melbourne. It is considered that peak occupancy rates of the hotel will be during major sporting events within Melbourne, given the site's proximity to the main sporting precinct at the western end of Swan Street. The lowest rates of occupancy are expected to occur during the winter months. From experience gained from these existing hotels, the report indicates that leisure guests generally arrive between 8am to 11am on Fridays and Saturdays, with business guests arriving between 4pm to 7pm midweek. All guests generally arrive via taxi, uber or airport shuttle bus. It is unlikely that hotel guests arrive by car, with the majority being from interstate.

Parking demand for the commercial premises

329. The two venues within the site are proposed to accommodate less patrons permitted under the existing hotel license (243 patrons as opposed to 300 patrons). As it is anticipated that a number of patrons within both premises are likely to be hotel guests, it is not considered that overall patron numbers within the site will increase significantly.

330. The layout of the site currently provides 3 on-site car parking spaces. Prior to the approval of Amendment VC148 (31 July 2018), the statutory car parking rate for the hotel was calculated via patrons numbers (0.4 spaces to each patron). Based on the existing license for 300 patrons, a total of 120 car parking spaces were required. It is therefore considered that the existing hotel has a car parking credit of 117 spaces.

331. As outlined earlier, it is considered that a number of patrons within the food and drink premises will be hotel guests, with the remaining patrons likely to live locally. The food and drink premises is therefore not anticipated to generate a substantially increased demand in car parking within the immediate area.

332. For the shop uses, Council Engineers stated that a parking rate of 3 spaces per 100sqm of floor area could be adopted as the premises are located along a commercial area/activity centre. Using this rate equates to a car parking demand of 4 spaces. Employees who are not allocated any on-site parking would make their own travel arrangements, such as public transport or bicycle, as the surrounding streets have very little, if any, on-street parking for long-stay users. Given the location of the site, it is considered unlikely that retail employees would drive to the site. As with the majority of shops within the City of Yarra, all customer parking would be accommodated off-site. A reduction in car parking associated with the retail component is supported.

Car parking reduction

333. A reduction in the number of on-site car parking spaces from that proposed is supported by the following;
    (a) The site is within walking distance of tram services operating along Swan Street and Church Street. Train services could also be accessed from Burnley railway station.
    (b) Customers or visitors who choose to drive might combine their visit by engaging in other business or activities whilst in the area.

(c) The site has very good walking accessibility to public transport nodes and to other shops, businesses, essential facilitates and amenities. The site also has good connectivity to the on-road bicycle network.
(d) Visitor and employee parking permits will not be issued for the development, which will discourage people from parking in the surrounding streets, thereby alleviating pressure on existing parking resources;
(e) The proposed retail tenancies would rely heavily on walk-up trade for their primary source of customers, rather than being a specific destination for visitors;
(f) 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.
(g) Practice Note 22 – *Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as Swan Street, where spare on-street car parking capacity would be shared amongst sites within the activity centre; and,
(h) Council Engineers are supportive of the reduction in car parking sought for all proposed uses of the site.

Access and layout

334. Access to the site will be provided via a new double crossover from Coppin Street, with all vehicles to enter and exit the site in a forward direction. As noted previously, the proposal seeks to remove the existing crossover from Duke Street, however as this crossover is associated with the carriageway easement that must be maintained, a permit condition will ensure that this existing vehicle crossing off Duke Street will remain as it currently is. The existing crossover to Swan Street will be removed.

335. The 6 car parking spaces are proposed at the rear of the existing and new built form, with these spaces and the loading bay located beneath a cantilevered section of the first-floor. A security gate will be set back within the site, restricting access to these spaces.

336. Council Engineers reviewed the proposed vehicle access and car parking arrangements, confirming that the following elements are acceptable;
(a) The internal accessway has a carriageway width of 5.5m at the entrance of the development, with the exception of the area directly adjacent to the fire hydrant booster cupboard and the utility cupboard. The width in this location reduces to 5.1m, however it is not anticipated that this outcome will adversely affect the operation of the accessway. If the development contained substantially more parking spaces, the location of the fire hydrant booster cupboard would have been an issue.
(b) A headroom clearance of 3.4m at the development entrance has been provided and satisfies *Design standard 1 – Accessways* of Clause 52.06-9.
(c) The dimensions of the at-grade parking spaces (2.6m by 4.9m) satisfy *Design standard 2: Car parking spaces*.
(d) Car parking space 1 and 2 are adjacent to columns. Although these spaces do not meet the requirements of *AS/NZS 2890.1:2004*, the narrower spaces should not affect cars parking in these spaces. Council Engineers have requested swept path diagrams be provided for these spaces to demonstrate that access can be achieved.
(e) The width of the aisle of 6.4m adjacent to car spaces 3 to 6 satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
(f) The swept path diagrams for the B85 design vehicle entering and exiting parking space 6 is considered satisfactory.

337. The following additional details were highlighted by Council Engineers and will be required via conditions if a planning permit is to issue;
(a) In lieu of a sight triangle to the exit lane to Coppin Street, a convex mirror must be installed to assist exiting motorists in viewing footpath conditions;

(b) The vehicle crossing design as shown on the Ground Floor Plan must be constructed to Council's standard; and,
(c) Swept path diagrams are to be provided to demonstrate that a B85 design vehicle can adequately enter and exit car spaces 1 and 2.

338. Additional Engineering comments noted that the width of car park 7 did not satisfy AS/NZS 2890.1:2004 and the minimum clearance of 300 mm has not been provided. However, given the removal of this space from the easement via condition, these comments are no longer relevant.

339. In addition to these requirements, other matters were outlined by Council Engineers. These include the re-sheeting of the footpath directly adjacent to the site, along Swan Street, the reinstatement of kerbs, the correct installation of vehicle crossovers and protection of Council assets. These items will be facilitated via conditions or notes, if a planning permit is to issue.

Traffic

340. The following traffic generation associated with the use of the land as a residential hotel is as follows:

Proposed Use	Adopted Traffic Generation Rate	No. of Vehicles
Serviced Apartments	25 per cent of guests arrive in one hour	15

341. Council Engineers confirmed that the approach used in the applicant's Traffic Report to calculate the traffic generated by the serviced apartments is not unreasonable. It is assumed that the majority of guests will leave the premises in the morning and arrive from 2pm onwards (in-line with general check-in/check-out hours of residential hotels). This would result in a relatively clear split of vehicles entering and leaving the site throughout the day.

342. Traffic surveys were commissioned by City of Yarra between Wednesday 12 March 2014 and Friday 14 March 2014. The survey results indicates that Coppin Street (Benson Street to Swan Street) carries 676 vehicles in the AM peak hour and 771 vehicles in the PM peak hour.

343. The addition of 30 vehicles entering and exiting the site off Coppin Street, most likely at different times as indicated above, is not anticipated to have a material impact on the traffic operation of Coppin Street or the surrounding street network.

Bicycle parking

344. Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, and as outlined in the 'particular provisions' section of this report, the development requires a total of 7 resident (guest)/employee bicycle spaces and 6 visitor spaces. Plans accompanying the application show 16 bicycle parking spaces directly adjacent to the northern wall of the hotel. The proposal includes a surplus of 3 spaces above the requirements of the planning scheme. Noting the low utilisation of bike parking associated with residential hotel guests, this number is considered acceptable.

Design and location of spaces and facilities

345. The bicycle storage facility is directly adjacent to the main driveway, but obscured by walls on either side. To address the blind spot, a convex mirror should be located on the wall closest to the street, facing the driveway and bike storage area. The provision of a convex mirror has been discussed previously in this report.

346. Ordinarily it is preferred that guest and visitor bicycle spaces be provided separately due to different security and access requirements. However due to the transitional nature of residential hotels, it is considered in this instance visitors and guests will have similar requirements and therefore it is acceptable for visitor and guest bike parking to be co-located. These views were supported by Council's Strategic Transport unit, who were satisfied with the proposed design and location of the bicycle spaces, subject to the addition of the convex mirror as noted.

347. Aside from the safety issue noted earlier, the design and location of bike spaces is deemed acceptable, noting that all spaces are horizontal at-grade spaces in an easily accessible location. It is further noted that guests will have shower facilities within their rooms. The referral comments from Strategic Transport noted that a shower/change room facility could be located within the DDA WC, for use by employees. This can be facilitated via a permit condition.

Waste Management & Loading

Waste

348. A Waste Management Plan (prepared by Leigh Design and dated 10 August 2018) was referred to Council's City Works Officer with the original application, with referral comments indicating that further details are required regarding the separation, storage and disposal of e-waste, and that the total bin room is too small.

349. There was no alteration to the size of the ground floor bin room in either of the amended plans, with updated comments from City Works reiterating this concern. The most recent comments noted that the bin room would have to be doubled in footprint (as a minimum) to allow ample room for circulation and other waste requirements that may arise.

350. This issue will be addressed via a condition of any permit issued, with the ground floor amended to accommodate a larger bin room and the WMP updated to reflect these requirements.

Loading

351. The loading bay has a depth of approximately 5.9m and a width of 3.2m. The height clearance of the loading bay is 3.32m, with this area located beneath the cantilevered first-floor. Council Engineers have confirmed that based on the relatively small scale of the commercial tenancies proposed within the development, small vans and commercial vehicles are likely to be used to service these uses.
Examples of such vehicles were provided, with the Renault Traffic van having a height clearance of 1.971m, and the Hino 500 small truck having a height clearance ranging from 2.435m to 2.9m.

352. To ensure that over-sized vehicles did not attempt to access this space, Council Engineers recommended an advisory sign be placed at the entrance to the loading bay, to specify the minimum height clearance available. This can be required via a permit condition.

Other matters

353. The alterations to the road zone required external referral to the road authority (Transport for Victoria), with the following conditions and note required to be incorporated into any planning permit issued for the site;

    (a) *Canopy along the Swan Street boundary to be setback back no less than 750mm from the back of kerb.*

(b) *Prior to the commencement of the development excluding site preparation works, demolition, temporary sheds or structures for construction purposes, bulk excavation, site preparation and retention works, soil remediation, piling, footings, ground beams and ground slabs, the owner of the land must enter into an agreement with the Department of Environment, Land, Water and Planning (DELWP) pursuant to Section 138(A) of the Land Act 1958 for the elements of the approved development that project more than 300mm beyond the land's Swan Street boundary (i.e. the canopies, fixed shading devices, awnings etc), to indemnify the Crown in relation to any claim or liability arising from the projections within the Swan Street road reserve. This condition does not apply where written confirmation is obtained from DELWP that the above agreement is not required.*

(c) *All disused or redundant vehicle crossing/s along Swan Street must be removed and the area reinstated to kerb, channel and footpath at no cost to VicRoads (the Roads Corporation) and to the satisfaction of the Responsible Authority prior to the occupation of the buildings hereby approved.*

(d) *Note: Separate consent may be required from VicRoads under the Road Management Act 2004 for all buildings and works (including projections, canopies, fixed shading devices, balcony framing etc) undertaken outside the title boundary within a Road Zone Category 1.*

Objections

354. The following matters raised within the objections have been addressed within the body of the report;

(a) Excessive height and massing;
   (i) These aspects have been discussed in detail within paragraphs 189 to 239 of this report.

(b) Amenity Impacts (overlooking, overshadowing, visual bulk, noise from the rooftop venue);
   (i) Off-site amenity impacts have been discussed in detail within paragraphs 294 to 312 of this report.

(c) Increased traffic and insufficient car parking;
   (i) These aspects have been discussed in detail within paragraphs 315 to 340 of this report.

(d) Lack of integration with the existing heritage building;
   (i) Heritage issues have been discussed within paragraphs 189 to 239 of this report.

(e) Lack of affordable housing;
   (i) The development is not a residential building, therefore this does not apply.

(f) The use as a serviced 'residential' hotel is not in keeping with the purpose of the zone.
   (i) The proposed use is not prohibited within the zone, and as outlined throughout this report, is consistent with the purpose of the C2Z. Further to this, the existing building has operated partly as a residential hotel for the majority of its history. The use of the land as a hotel is discussed in paragraphs 171 to 182 of this report.

Conclusion

355. Based on the above report, the proposal is considered to substantially comply with the relevant planning policy and therefore should be approved and subject to the conditions contained within the recommendation below.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Internal Development Approvals Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN18/0422 for part demolition, construction of a seven-storey building, use of the land for a residential hotel (serviced apartments), food and drink premises and shops, reduction in the car parking requirement and alterations to the access to a road in a Road Zone, Category 1 at 291-295 Swan Street, Richmond subject to the following conditions:

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the decision plans prepared by David Edelman Architects dated 23 & 28 May 2020, but modified to show:
   (a) Removal of the 'hotel' sign from the Swan Street façade from coloured perspectives;
   (b) Non-reflective glazing in all windows within the 'heritage' hotel;
   (c) Dimensions of the height, projection and setback from the kerb of all proposed canopies, with the minimum clearance height above the footpath to be 2.7m and the minimum setback from the face of the kerb to be 750mm.;
   (d) An updated Material and Finishes Schedule, to include all corresponding codes and details;
   (e) The capacity of the solar panels to be notated on the roof plan;
   (f) Removal of the car parking space within the 'carriageway' easement;
   (g) Deletion of the notation to remove the Duke Street crossover;
   (h) A detailed overlooking diagram, demonstrating that no direct line of sight is available to habitable room windows or SPOS within 9m of any north-facing rooms. The dimensions, locations and transparency of any overlooking treatment measures must be clearly outlined on all relevant drawings;
   (i) A shower/change room facility provided for employee use;
   (j) The design of the roller door addressing Coppin Street amended to be composed of a 'mesh' or permeable material;
   (k) A convex mirror adjacent to the Coppin Street exit to assist exiting motorists in viewing footpath conditions;
   (l) Swept path diagrams demonstrating that a B85 design vehicle can adequately enter and exit car spaces 1 and 2;
   (m) The addition of an advisory sign at the entrance to the loading bay, specifying the maximum height of vehicle that can access this space;
   (n) Any changes required by the amended Sustainable Management Plan at Condition 3, including (but not limited to);
      (i) A degree of operability to all external hotel room windows;
      (ii) A degree of operability to the internal atrium;
      (iii) Details confirming that the 'buffer strip' has suitable sub-surface slotted ag pipe to handle drainage from driveway, with a section diagram demonstrating this in the form of a drainage plan;
      (iv) Electric vehicle (EV) charging infrastructure and a minimum 40A single phase electrical sub circuit in the car parking areas;
   (o) Any changes required by the amended Waste Management Plan at Condition 6;
   (p) Any changes required by the Conservation Works Schedule at Condition 8;
   (q) Any changes required by the amended Acoustic Report at Condition 11;

(r) Any changes required by the Landscape Plan at Condition 13.

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

Sustainability 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 Ark Resources and dated 14 May 2018, but modified to include:
   (a) A degree of operability to all external hotel room windows;
   (b) A degree of operability to the internal atrium;
   (c) Either the provision of additional thermal energy analysis to demonstrate that cooling loads to north-facing residential windows at the upper levels have lower than 30MJ/m2, or equivalent, or the provision of shading measures to these rooms to alleviate heat gain;
   (d) Details confirming that the 'buffer strip' has suitable sub-surface slotted ag pipe to handle drainage from driveway, with a section diagram demonstrating this in the form of a drainage plan;
   (e) An organic waste management system, such as compost;
   (f) Electric vehicle (EV) charging infrastructure and a mimimum 40A single phase electrical sub circuit in the car parking areas;
   (g) The use of low VOC wall, floor and ceiling coverings, and zero formaldehyde engineered timber products;
   (h) The use of FSC accredited timber for all timber within the development;
   (i) Concrete mixes with a minimum recycled/post industrial waste content;
   (j) Environmentally certified PVC for all pipework, flooring, blinds and cables; and
   (k) The provision of an Environmental Management Plan, to be prepared by the builder, to manage and monitor activities undertaken during construction

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

5. Prior to the occupation of the development approved under this planning permit, a report from the author of the sustainable management plan, approved pursuant to this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must include:
   (a) The provision of a completed energy report (JV3 or equivalent) demonstrating that the energy efficiency targets have been met.

Waste Management Plan

6. Before the development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the waste management plan prepared by Leigh Design and dated 10 August 2018, but modified to include:
   (a) The proposed bin room increased in scale to a minimum of double the existing scale;
   (b) An organic waste management system, such as compost;
   (c) Further details regarding the separation, storage and disposal of e-waste.

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

Conservation Works Schedule

8. Before the development commences, a Conservation Works Schedule to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Conservation Works Schedule will be endorsed and will then form part of this permit. The Conservation Works Schedule must be prepared by a suitably qualified conservation consultant or architect and include;
   (a) A comprehensive schedule of conservation works, including the reconstruction of the parapet, pediment and statue of “Hospitality”;
   (b) A microscopic paint analysis, to indicate whether the hotel was originally unpainted render, had a render wash or notes any original early surface colour. This also applies to any timber and original metalwork;
   (c) Details of all proposed finishes/colours in response to the paint analysis.

9. The provisions, recommendations and requirements of the endorsed Conservation Works Schedule must be implemented and complied with to the satisfaction of the Responsible Authority.

Façade Strategy

10. In conjunction with the submission of development plans under Condition 1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:
    (a) elevation drawings at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical tower facade details;
    (b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
    (c) information about how the façade will be maintained, including any vegetation; and
    (d) a sample board and coloured drawings outlining colours, materials and finishes.

Acoustic Report

11. Before the use and development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Audiometric & Acoustic Services and dated 6 September 2018, but modified to include;
    (a) The 2018 noise level data referenced in the original report;
    (b) Compliance with the following road traffic design targets;
        (i) 35 dBA Leq,9hr in bedrooms overlooking Swan Street, and
        (ii) 40 dBA Leq,15hr in living rooms.
    (c) SEPP N-1 noise limits, with confirmation that these limits are met by mechanical plant associated with the existing hotel and any plant serving the ground floor commercial tenancies, common areas and the roof top terrace;
    (d) Advice on the setting and monitoring of music levels to ensure that SEPP N-2 noise levels are not exceeded;
    (e) Operating hours of roof terrace and patron numbers amended to reflect the 10pm closing time and maximum of 100 patrons.

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

Landscape Plan

13. Before the development commences, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must include;
    (a) Detailed planting plans and plant schedules, with these documents to contain the following information;
        (i) The botanical names, common names, mature height and spread, installation size and plant spacing's of all proposed plants (with plant selection to consider the amount of shade or sunlight each terrace will receive, as well as fostering biodiversity);
        (ii) A detailed planting plan showing plant locations and quantities;
        (iii) A legend containing key features, materials and surfaces;
        (iv) Dimensions of any raised planter areas;
        (v) Planter material;
    (b) Details showing watering proofing, soil media specification, drainage and layers, mulch;
    (c) Information on irrigation and drainage systems
    (d) Notes on the maintenance schedule, tasks and duration, and maintenance access; and,
    (e) Details on the load bearing weights for the building (with these to be checked and confirmed by suitably qualified structural engineers against the saturated bulk density of soil media, planter box and plant mass proposed).

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

15. Before the development commences, the permit holder must provide an Asset Protection Bond of $8,000 (ex GST) for the two trees in Swan Street adjacent to the frontage of the development to the Responsible Authority. The security bond:
    (a) must be provided in a manner, and on terms, to the satisfaction of the Responsible Authority;
    (b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and
    (c) in accordance with the requirements of this permit; or
    (d) otherwise to the satisfaction of the Responsible Authority.

Uses

16. Except with the prior written consent of the Responsible Authority, the ground floor shop uses authorised by this planning permit may only operate between the hours of 7:00am to 11:00pm, seven days a week.

17. Except with the prior written consent of the Responsible Authority, the ground floor 'hotel' use authorised by this planning permit may only operate between the hours of 7:00am to 1am (the following day), seven days a week.

18. No more than 143 patrons are permitted within the ground floor venue at any one time.

19. Except with the prior written consent of the Responsible Authority, the rooftop terrace café use authorised by this planning permit may only operate between the hours of 11:00am to 10:00pm, seven days a week.

20. No more than 100 patrons are permitted within the rooftop terrace at any one time.

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

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

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

24. The provision of music and entertainment on the land must be at a background noise level.

25. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

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

Hotel Management Plan

27. Before the use commences, a Hotel Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Hotel Management Plan will be endorsed and will form part of this permit. The Hotel Management Plan must include, but not be limited to, the following:
    (a) Reception operating hours;
    (b) Staffing/Management arrangements;
    (c) Provisions for 'after-hours' arrivals and departures; and,
    (d) Security arrangements.

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

Section 173 Agreement – Residential Hotel

29. Unless otherwise agreed by the Responsible Authority, prior commencement of the development authorised by this permit, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, which provides for the following:
    (a) Guests of the residential hotel (within those rooms which rely on 'borrowed light') to be restricted to maximum stay of 30 days; and
    (b) The residential hotel (serviced apartments) must be managed by a single operator and not disposed of as individual lots.

General

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

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

32. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.

33. 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.

34. 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.

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

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

Civil Works

37. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:
    (a) in accordance with any requirements or conditions imposed by Council;
    (b) at the permit holder's cost; and
    (c) to the satisfaction of the Responsible Authority.

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

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

40. 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.

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

42. Within 2 months of the completion of the development, or by such later date as approved in writing by the Responsible Authority, the following works must be undertaken, at the permit holder's cost and to the satisfaction of the Responsible Authority:
    (a) The footpath immediately outside the site on Swan Street must be stripped ad re-sheeted.

VicRoads Conditions (43 to 45)

43. The canopy along the Swan Street boundary to be setback back no less than 750mm from the back of kerb.

44. Prior to the commencement of the development excluding site preparation works, demolition, temporary sheds or structures for construction purposes, bulk excavation, site preparation and retention works, soil remediation, piling, footings, ground beams and ground slabs, the owner of the land must enter into an agreement with the Department of Environment, Land, Water and Planning (DELWP) pursuant to Section 138(A) of the Land Act 1958 for the elements of the approved development that project more than 300mm beyond the land's Swan Street boundary (i.e. the canopies, fixed shading devices, awnings etc), to indemnify the Crown in relation to any claim or liability arising from the projections within the Swan Street road reserve. This condition does not apply where written confirmation is obtained from DELWP that the above agreement is not required.

45. All disused or redundant vehicle crossing/s along Swan Street must be removed and the area reinstated to kerb, channel and footpath at no cost to VicRoads (the Roads Corporation) and to the satisfaction of the Responsible Authority prior to the occupation of the buildings hereby approved.

Construction Management Plan

46. 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 Construction Management Plan will be endorsed and will form part of this permit. The Construction Management Plan must provide for:
    (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
    (b) works necessary to protect road and other infrastructure;
    (c) remediation of any damage to road and other infrastructure;
    (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;
    (e) facilities for vehicle washing, which must be located on the land;
    (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
    (g) site security;
    (h) management of any environmental hazards including, but not limited to,:
        (i) contaminated soil;
        (ii) materials and waste;

(iii) dust;
(iv) stormwater contamination from run-off and wash-waters;
(v) sediment from the land on roads;
(vi) washing of concrete trucks and other vehicles and machinery; and
(vii) spillage from refuelling cranes and other vehicles and machinery;

(i) the construction program;
(j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
(k) parking facilities for construction workers;
(l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
(m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
(n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;
(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:
(i) using lower noise work practice and equipment;
(ii) the suitability of the land for the use of an electric crane;
(iii) silencing all mechanical plant by the best practical means using current technology;
(iv) fitting pneumatic tools with an effective silencer;
(v) other relevant considerations; and
(q) Any site-specific requirements.

47. 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.

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

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

Construction hours & noise

49. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
(a) Monday to Friday (excluding public holidays) before 7:00am or after 6:00pm.

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9:00am or after 3:00pm.
(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time

Permit Expiry

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

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

Notes:

A building permit may be required before development is commenced. Please contact Council's building services on 9205 5555 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 5555 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.

No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's parking management unit and construction management branch.

Any on-street parking reinstated as a result of development works must be approved by Council's parking management unit.

The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the permit holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the permit holder.

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

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

Separate consent may be required from VicRoads under the *Road Management Act* 2004 for all buildings and works (including projections, canopies, fixed shading devices, balcony framing etc) undertaken outside the title boundary within a Road Zone Category

CONTACT OFFICER: **Lara Fiscalini**
TITLE: **Principal Planner**
TEL: **9205 5372**

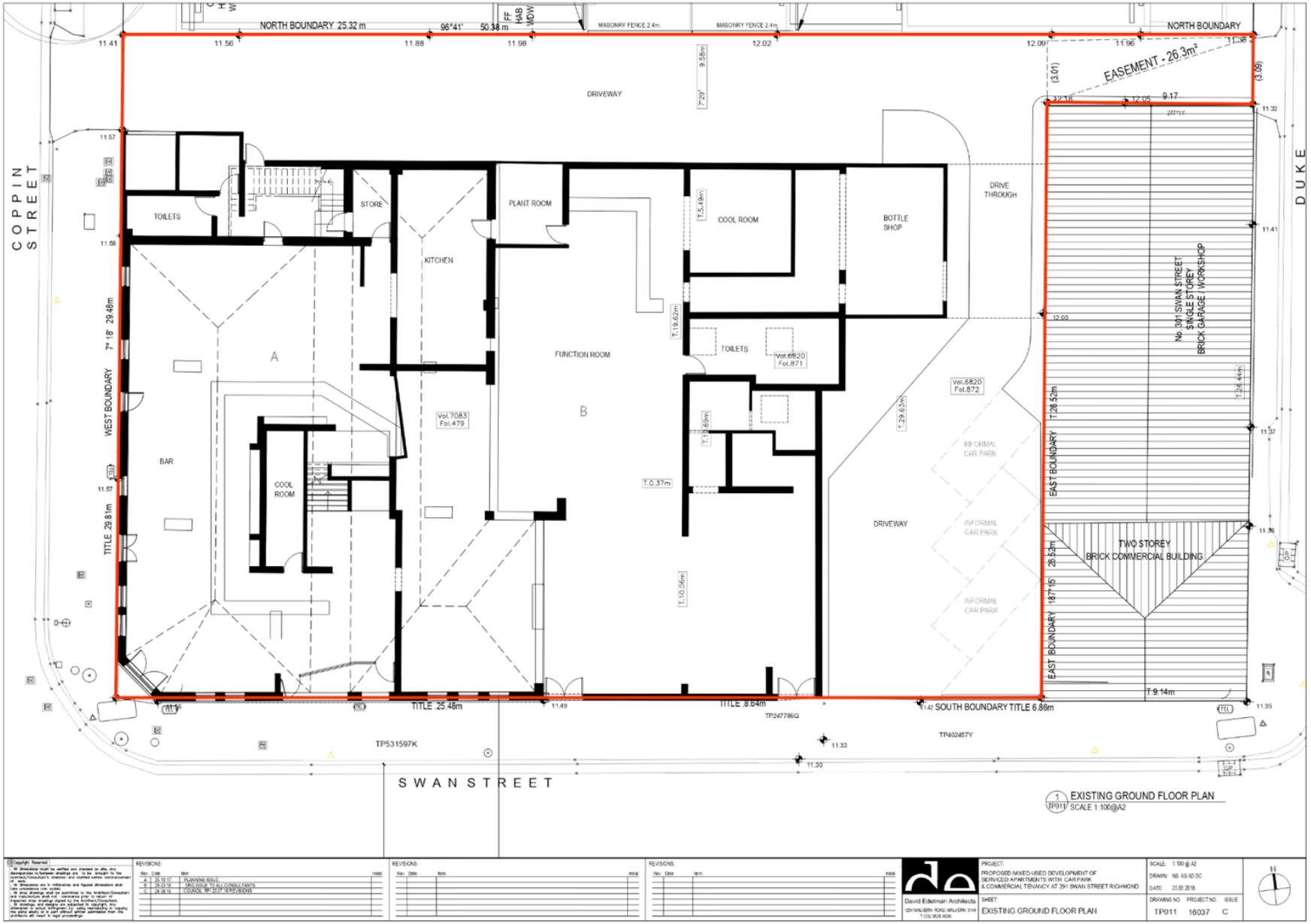
Attachments

1 PLN18/0442 - 291-295 Swan Street, Richmond - Existing and demolition plans
2 PLN18/0442 - 291-295 Swan Street Richmond - Decision Floor plans, elevations and renders
3 PLN18/0442 - 291-295 Swan Street, Richmond - Shadow diagrams
4 PLN18/0442 - 291-295 Swan Street Richmond - External Urban Design comments on Decision Plans
5 PLN18/0442 - 291-295 Swan Street Richmond - External Urban Design comments on first set of amended plans
6 PLN18/0442 - 291-295 Swan Street Richmond - External Urban Design comments on original plans
7 PLN18/0442 - 291-295 Swan Street, Richmond - Heritage Advice on Decision Plans
8 PLN18/0442 - 291-295 Swan Street, Richmond - Heritage Advice on first set of amended plans
9 PLN18/0442 - 291-295 Swan Street Richmond - Heritage comments on original plans
10 PLN18/0442 - 291-295 Swan Street, Richmond - Strategic Planning referral comments
11 PLN18/0442 - 291-295 Swan Street Richmond - ESD referral comments
12 PLN18/0442 - 291-295 Swan Street Richmond - Updated Engineering comments on loading bay
13 PLN18/0442 - 291-295 Swan Street Richmond - Engineering referral comments
14 PLN18/0442 - 291-295 Swan Street Richmond - Open Space comments on Decision Plans
15 PLN18/0442 - 291-295 Swan Street Richmond - Streetscape and Natural Values comments on Decision Plans
16 PLN18/0442 - 291-295 Swan Street, Richmond - Acoustic referral comments
17 PLN18/0442 - 291-295 Swan Street Richmond - City Works comments on decision plans
18 PLN18/0442 - 291-295 Swan Street Richmond - City Works comments on original plans
19 PLN18/0442 - 291-295 Swan Street Richmond - internal urban design comments on original plans
20 PLN18/0442 - 291-295 Swan Street Richmond - VicRoads referral response

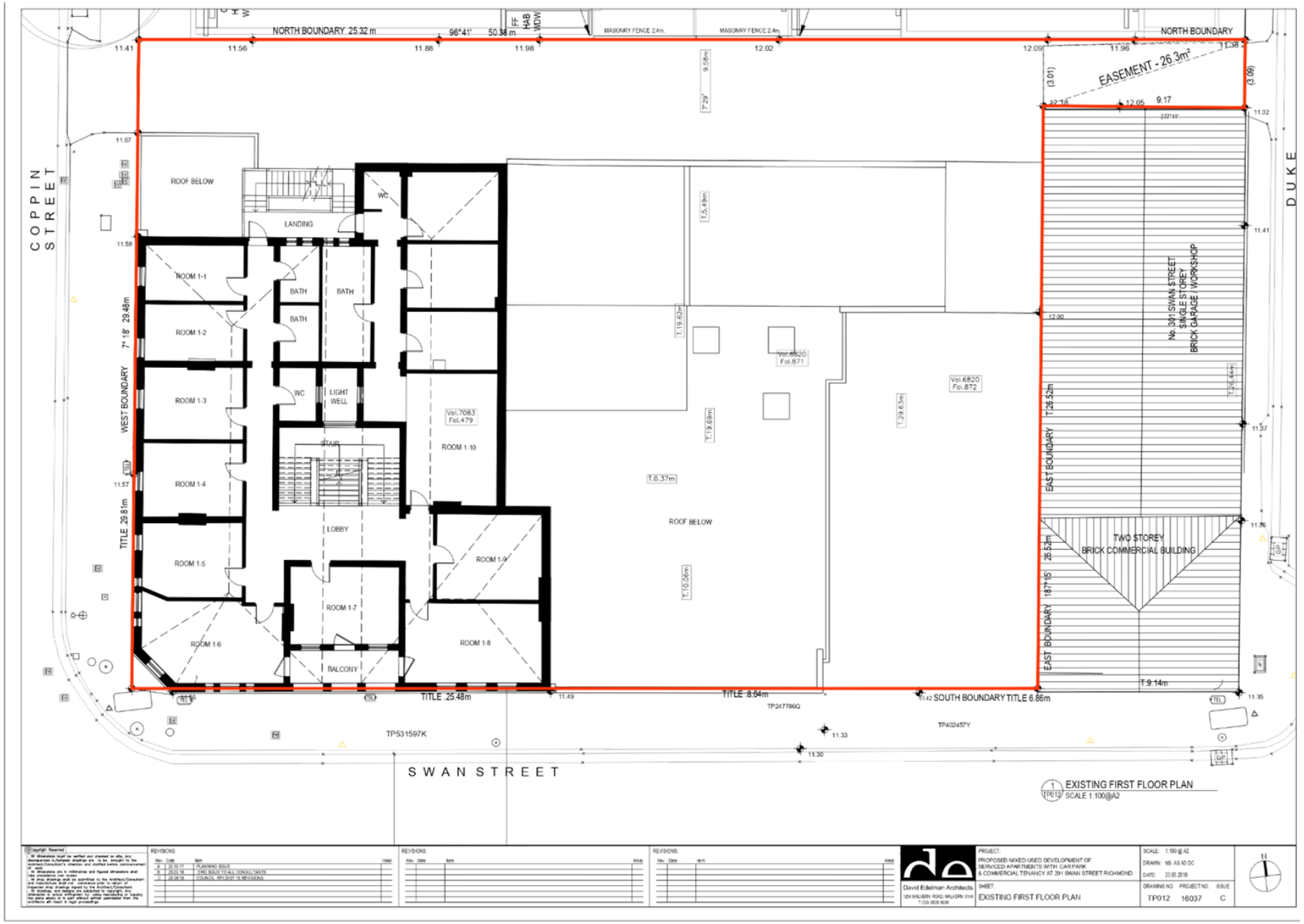
Attachment 1 - PLN18/0442 - 291-295 Swan Street, Richmond - Existing and demolition plans



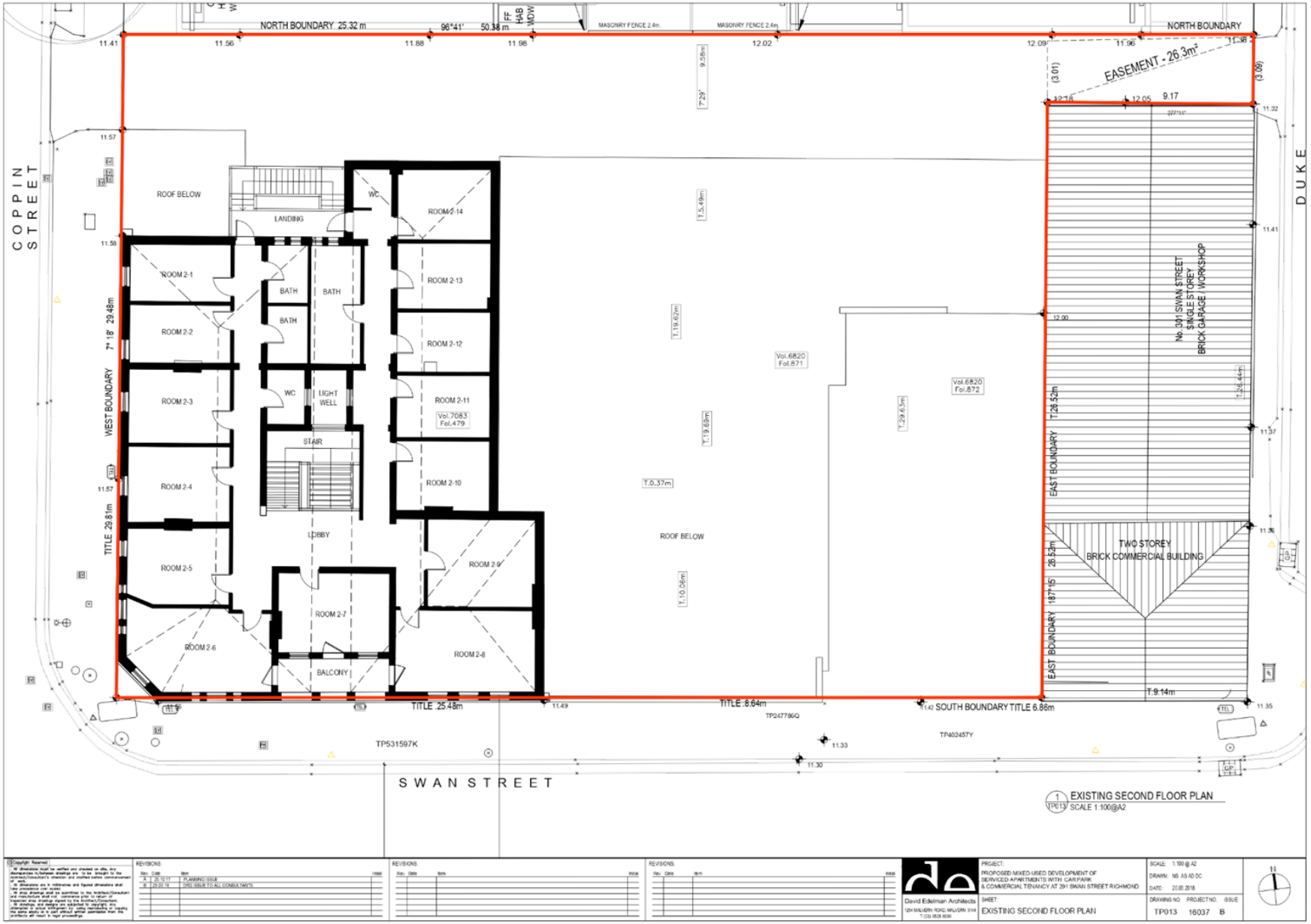
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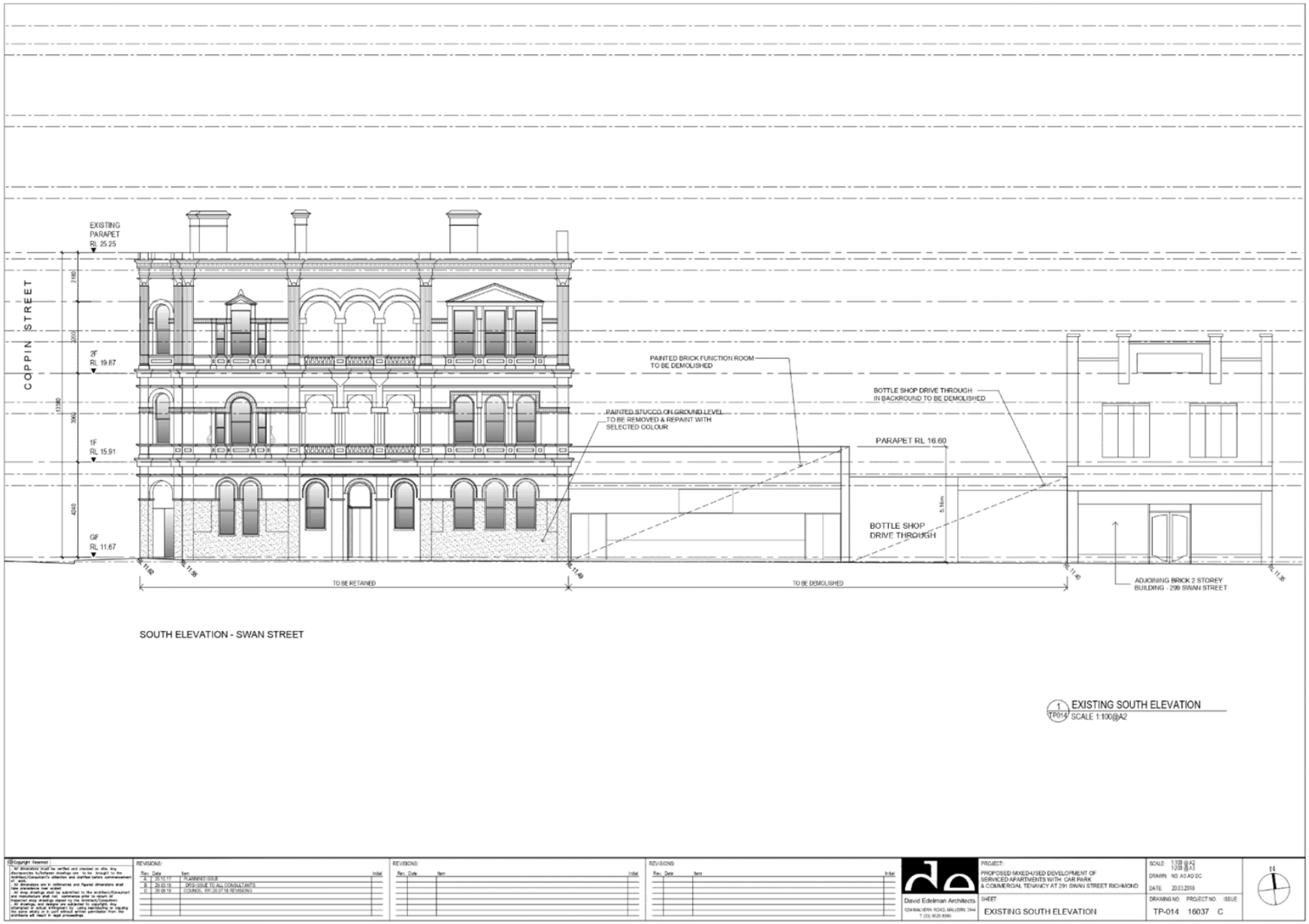
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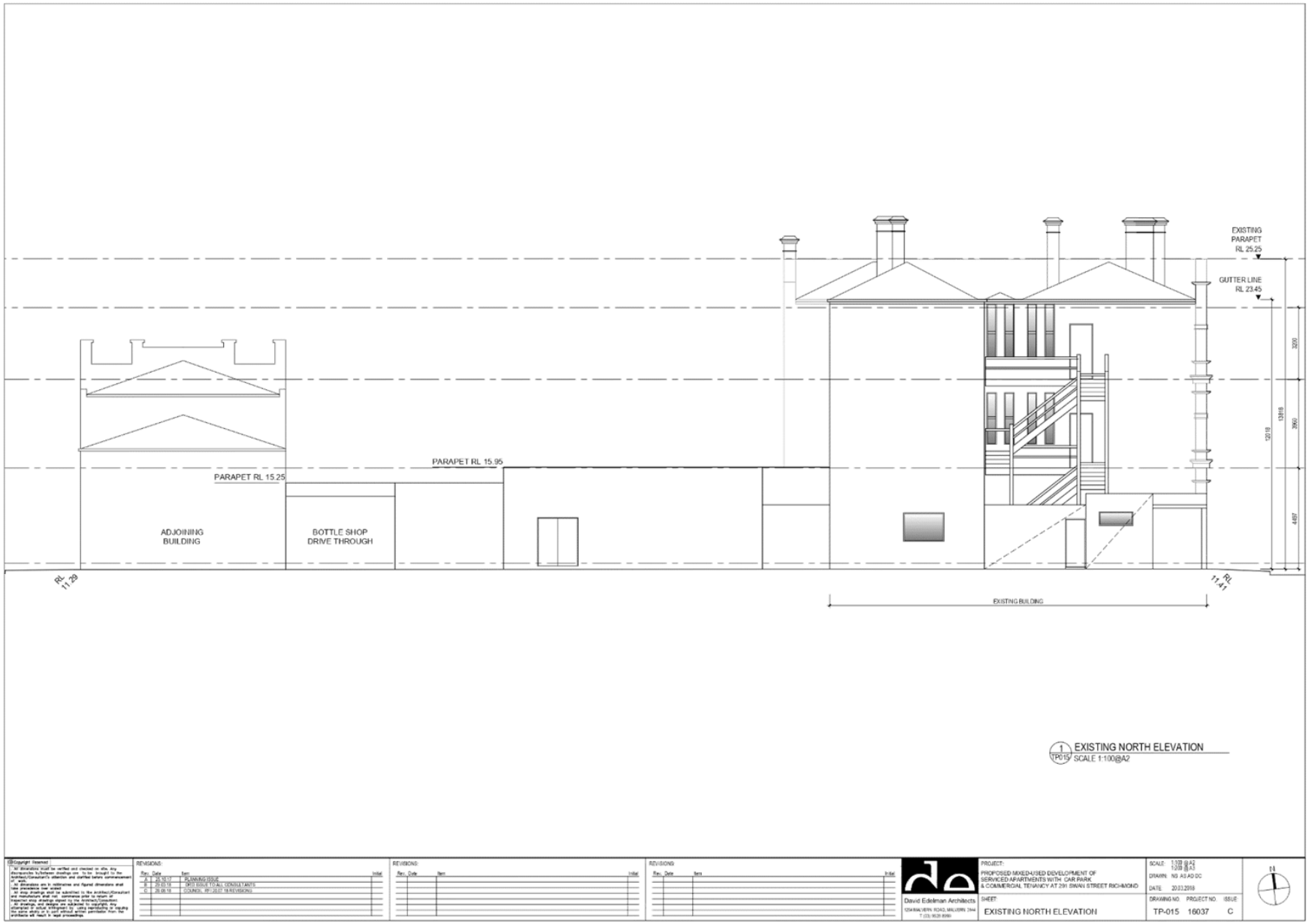
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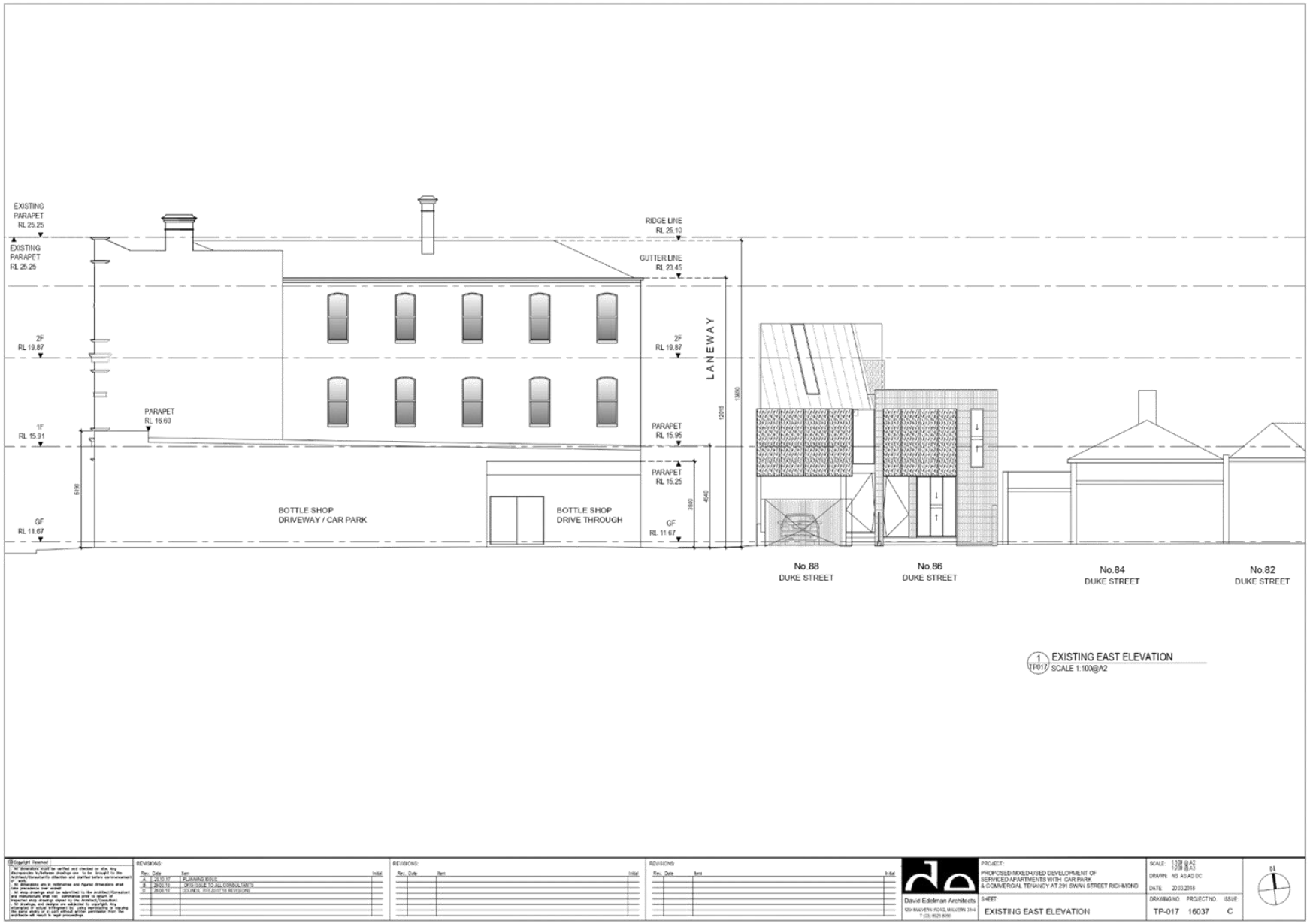
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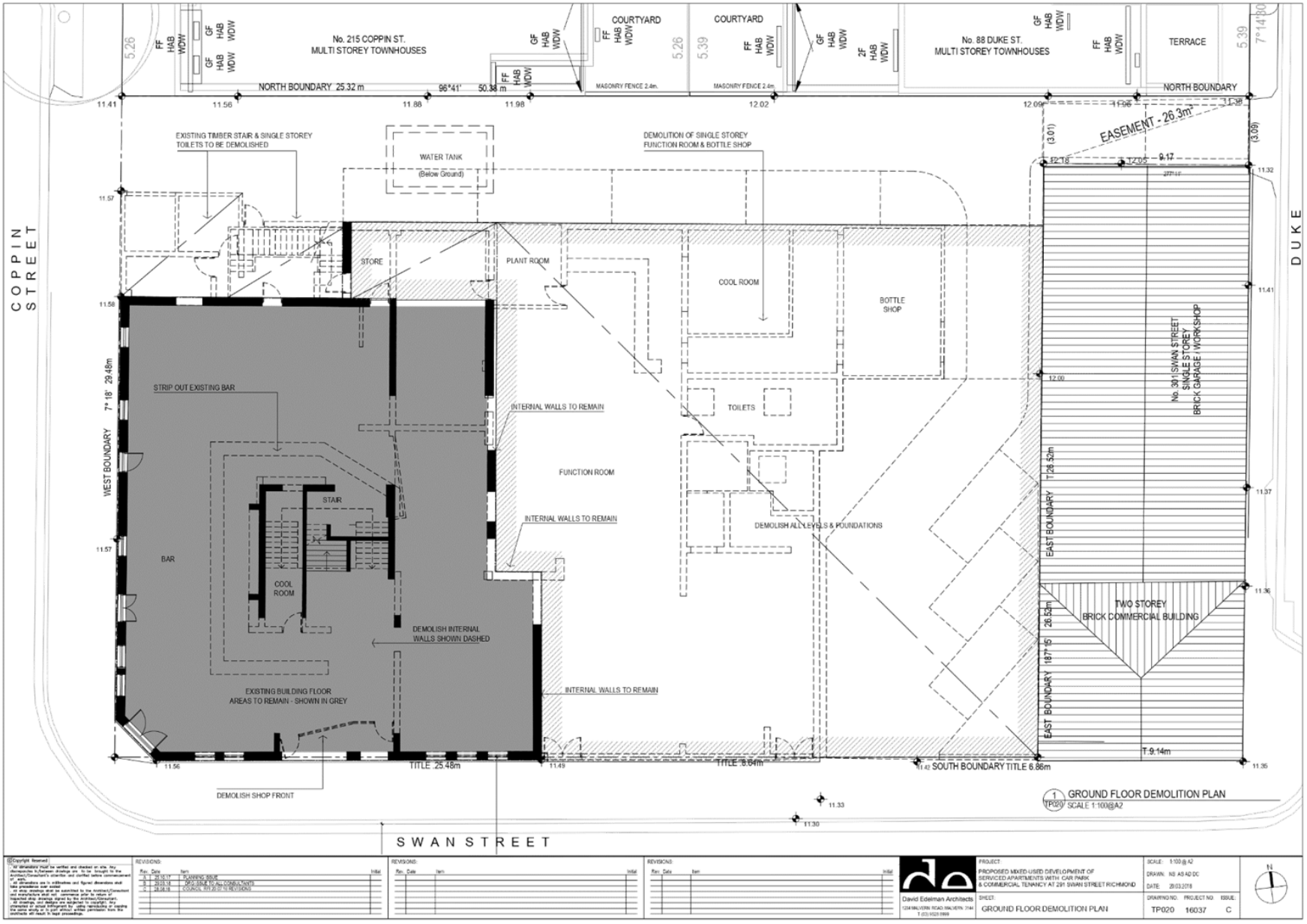
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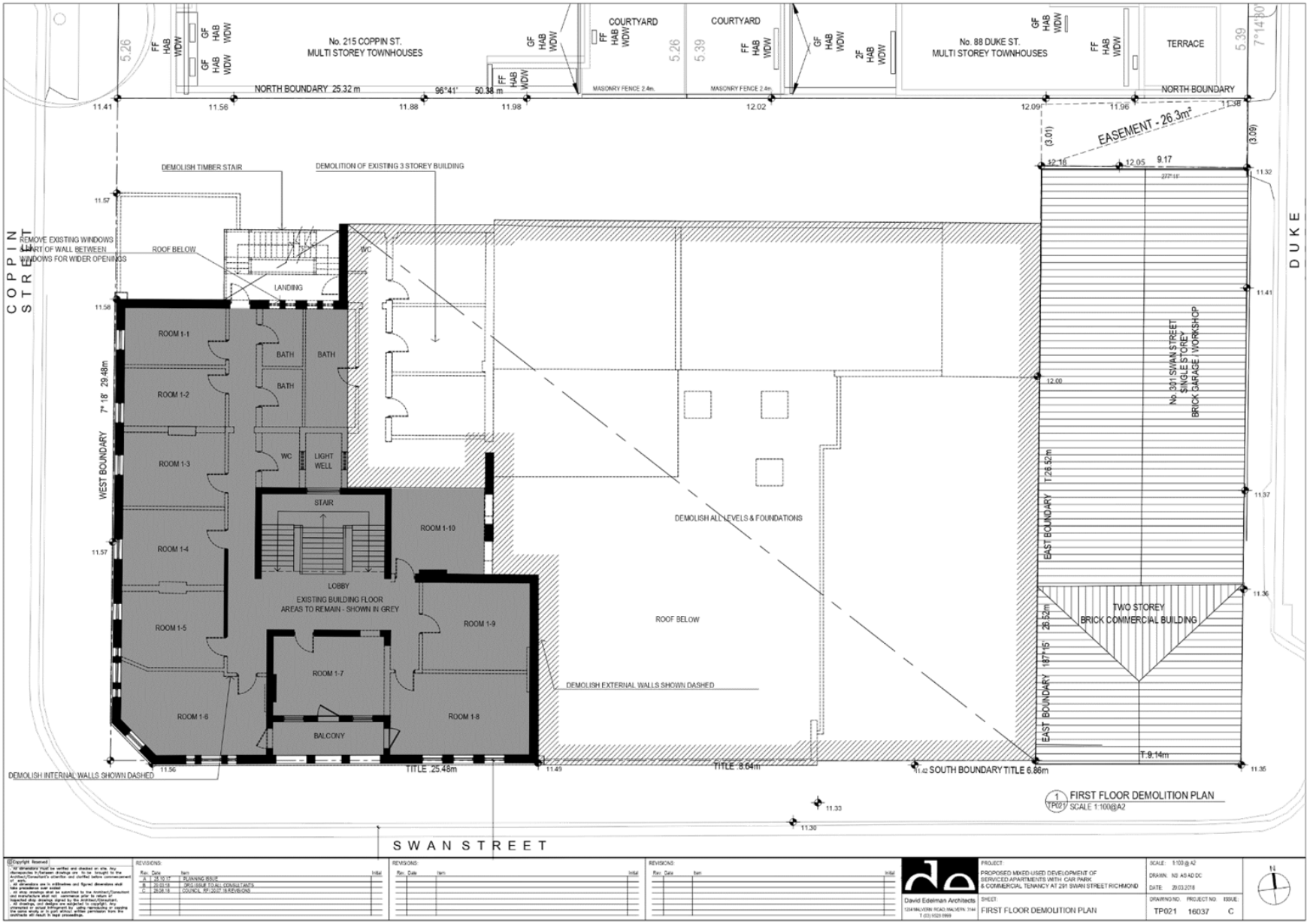
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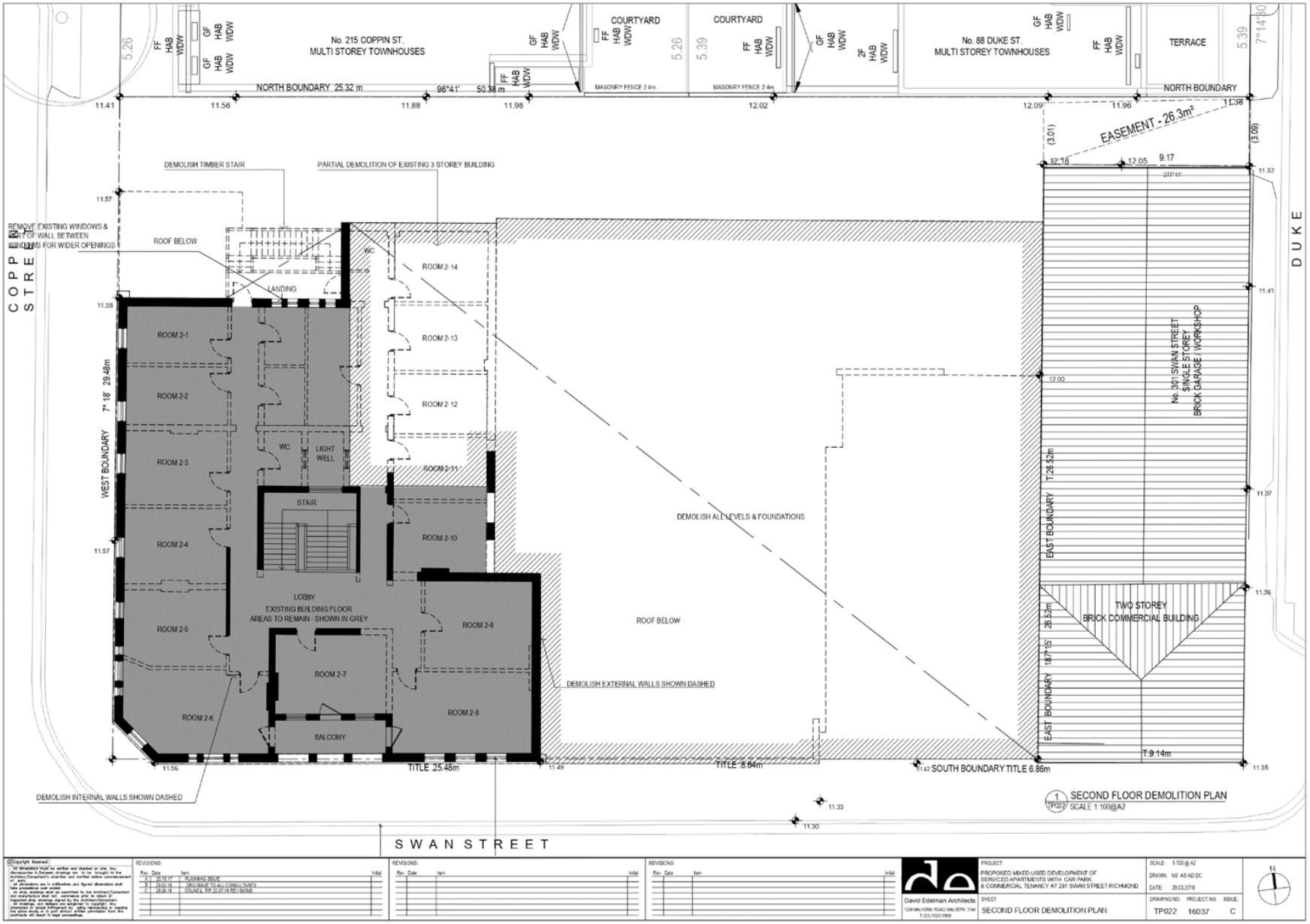
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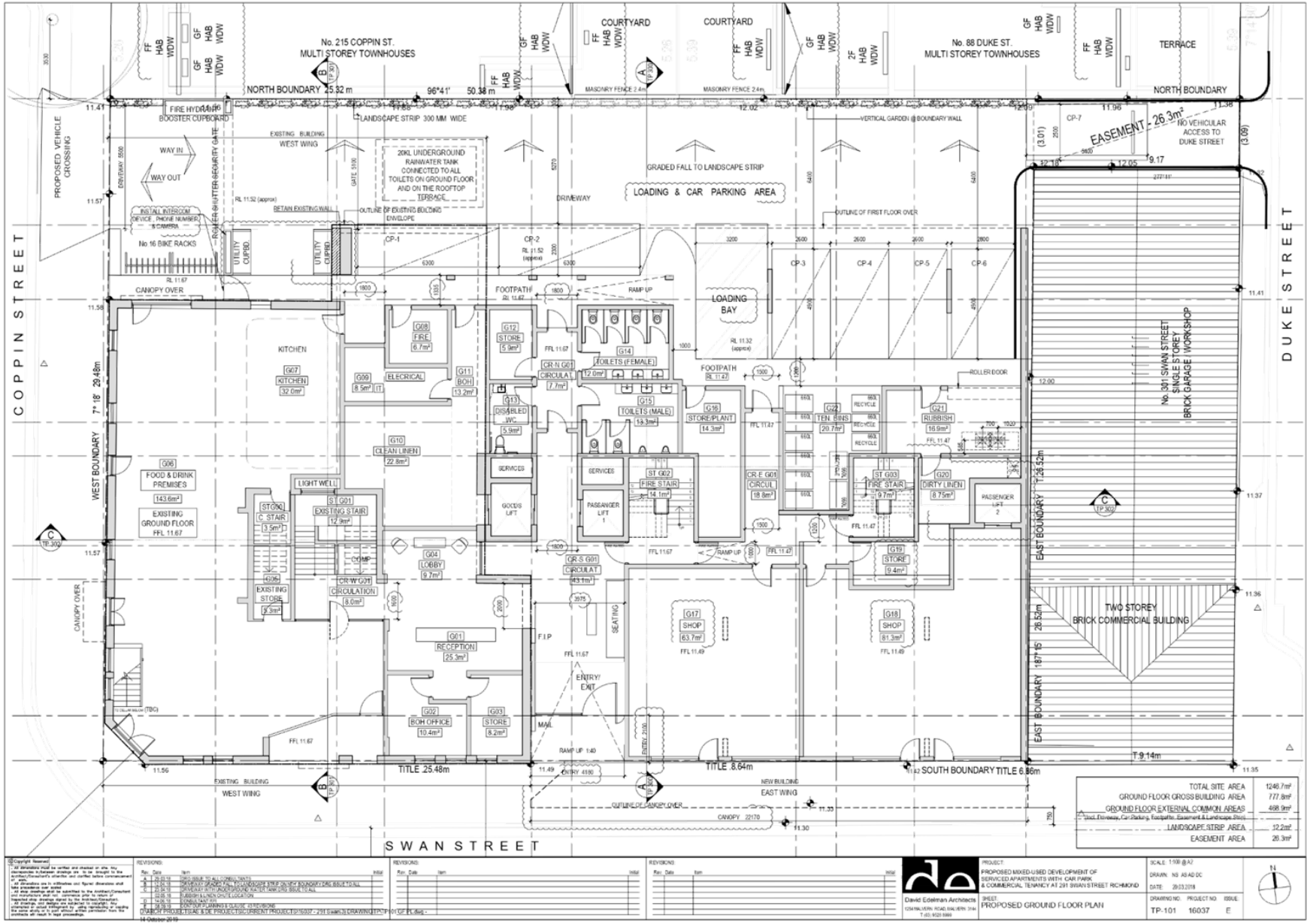
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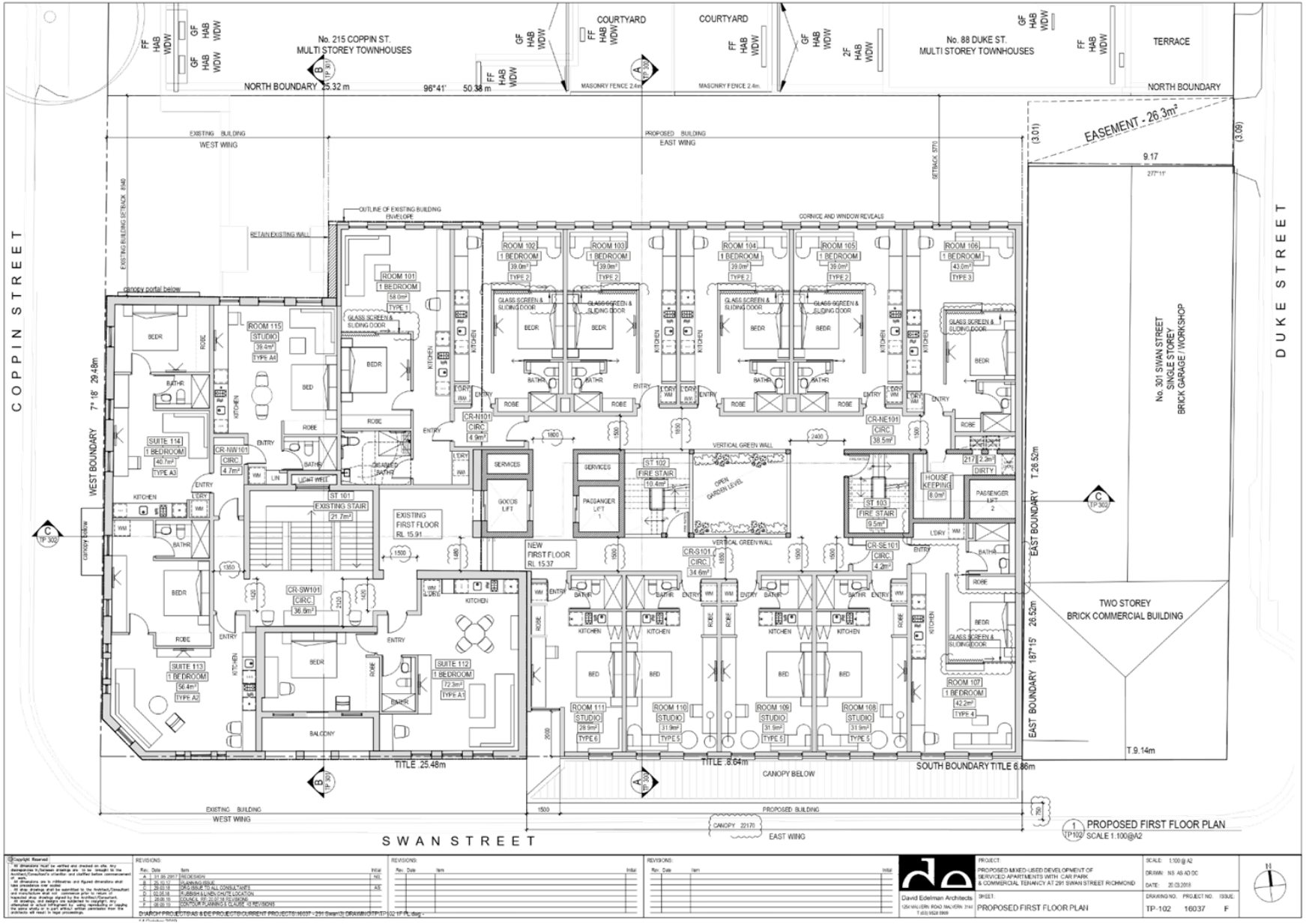
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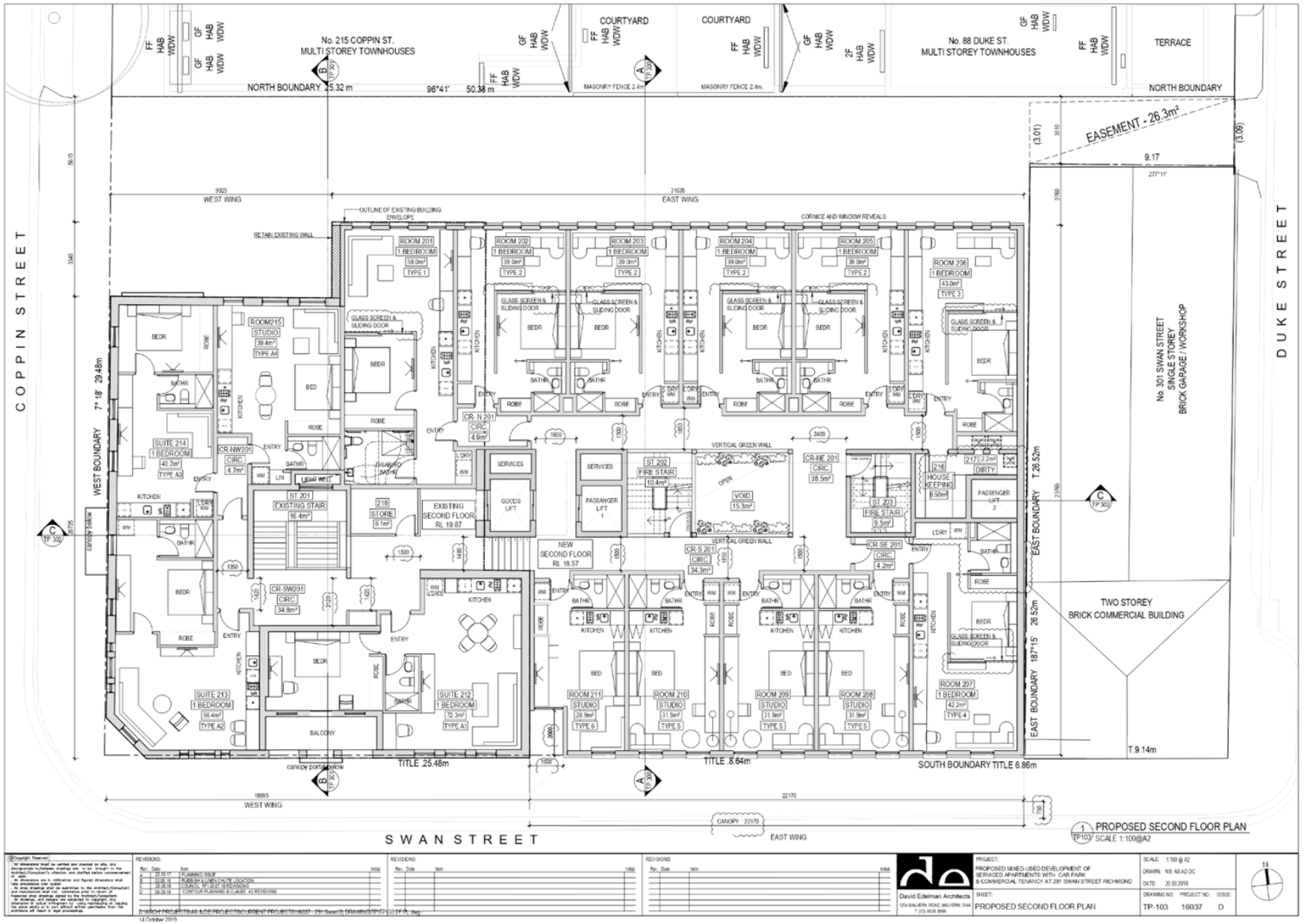
Attachment 2 - PLN18/0442 - 291-295 Swan Street Richmond - Decision Floor plans, elevations and renders



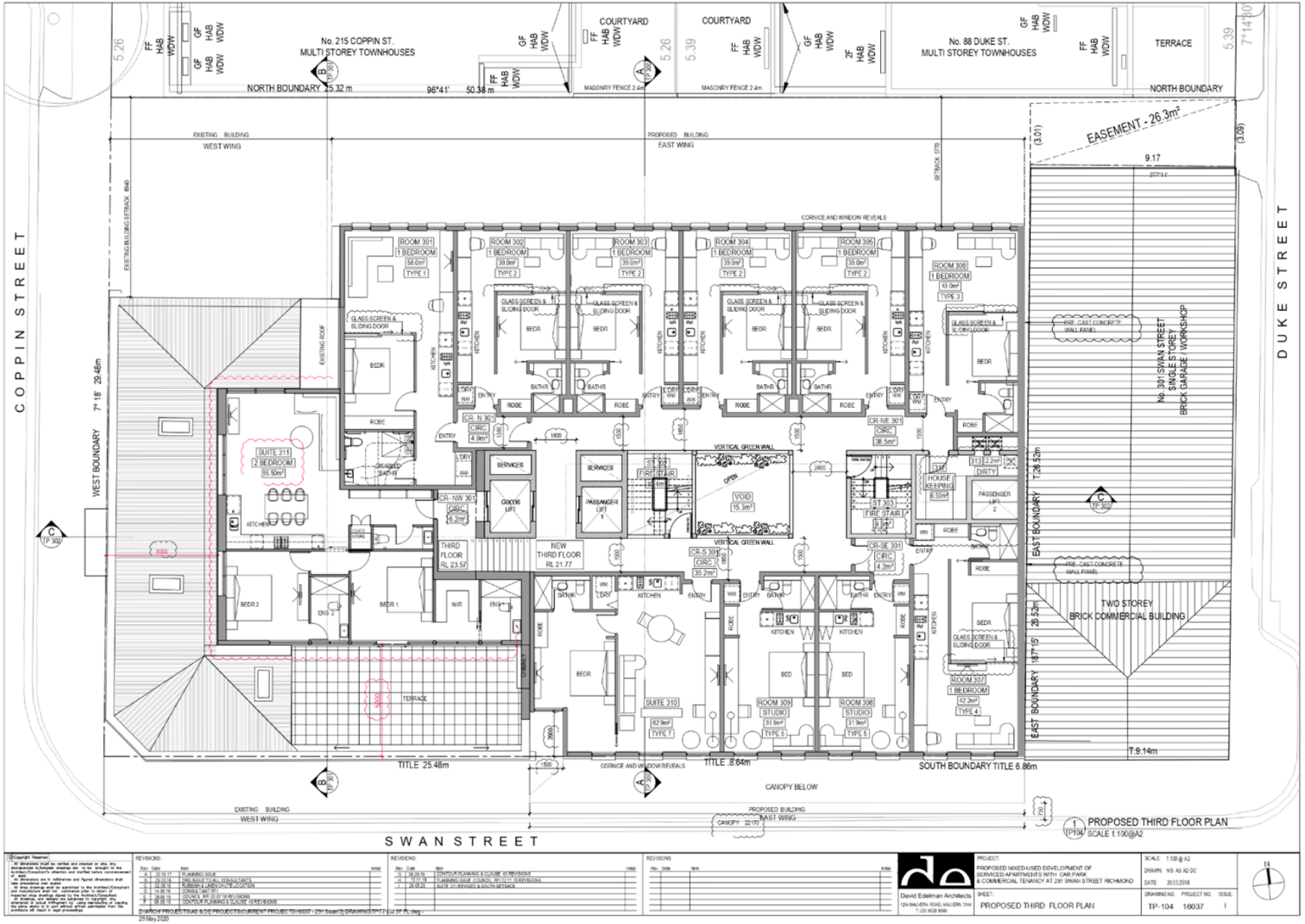
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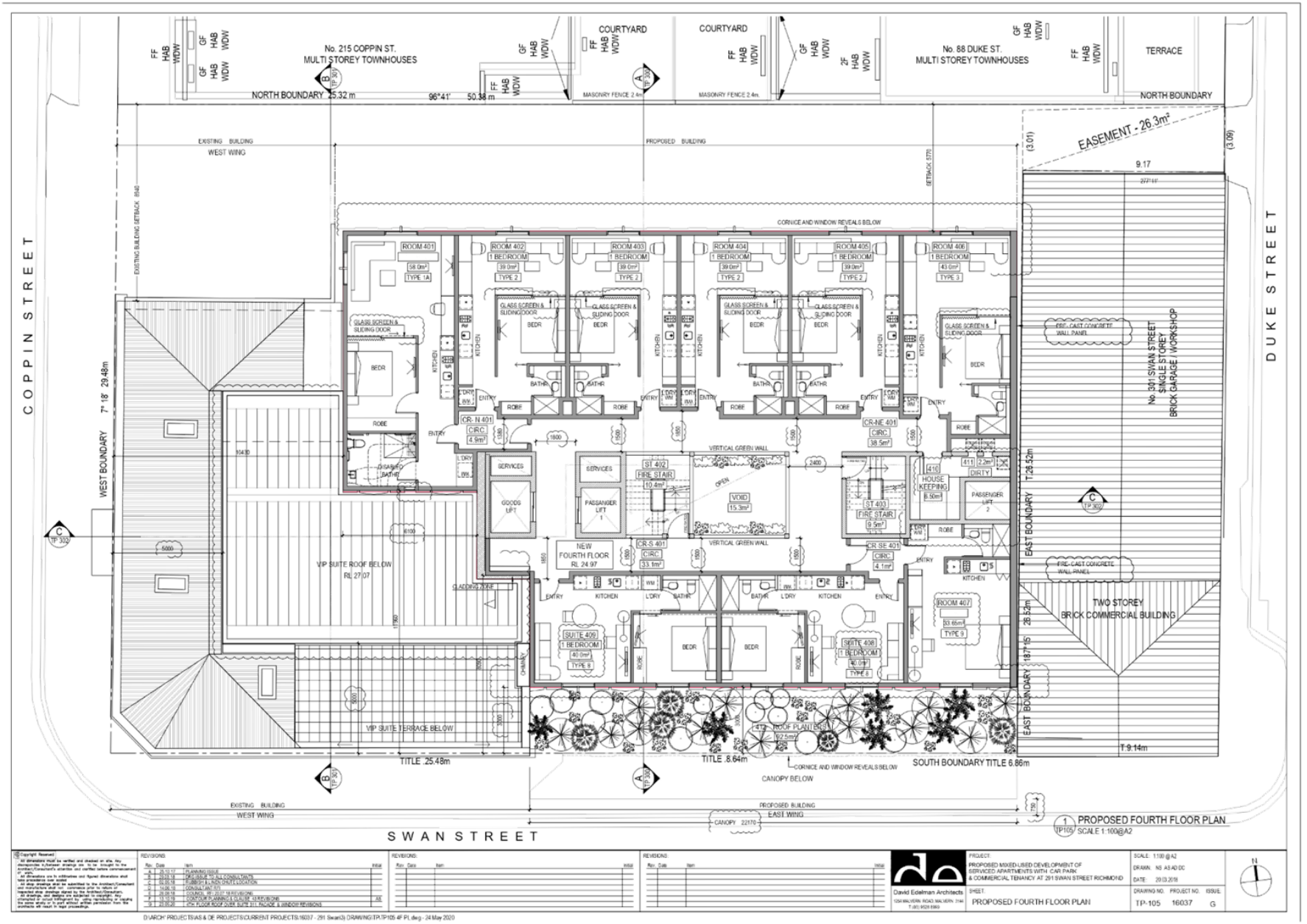
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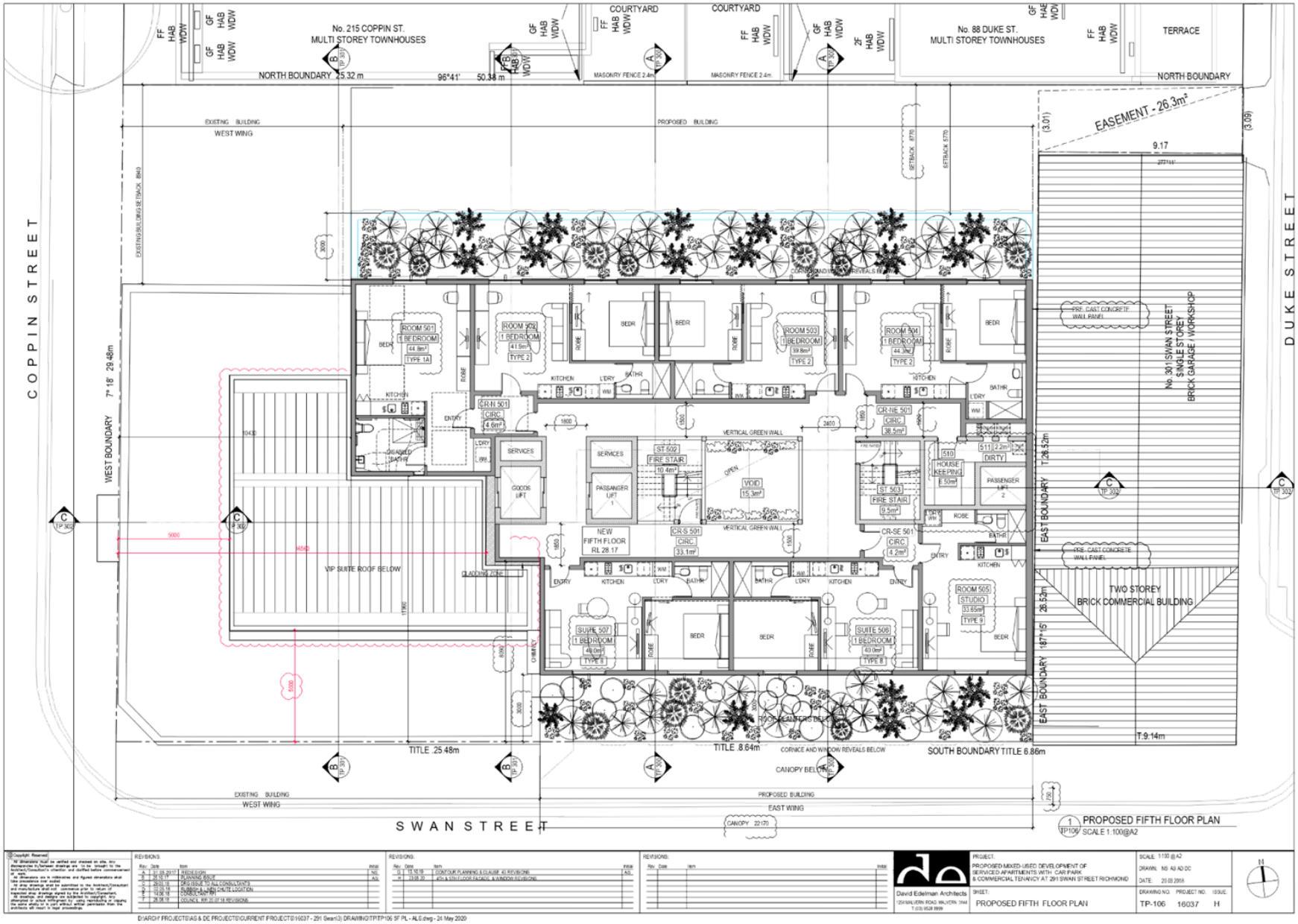
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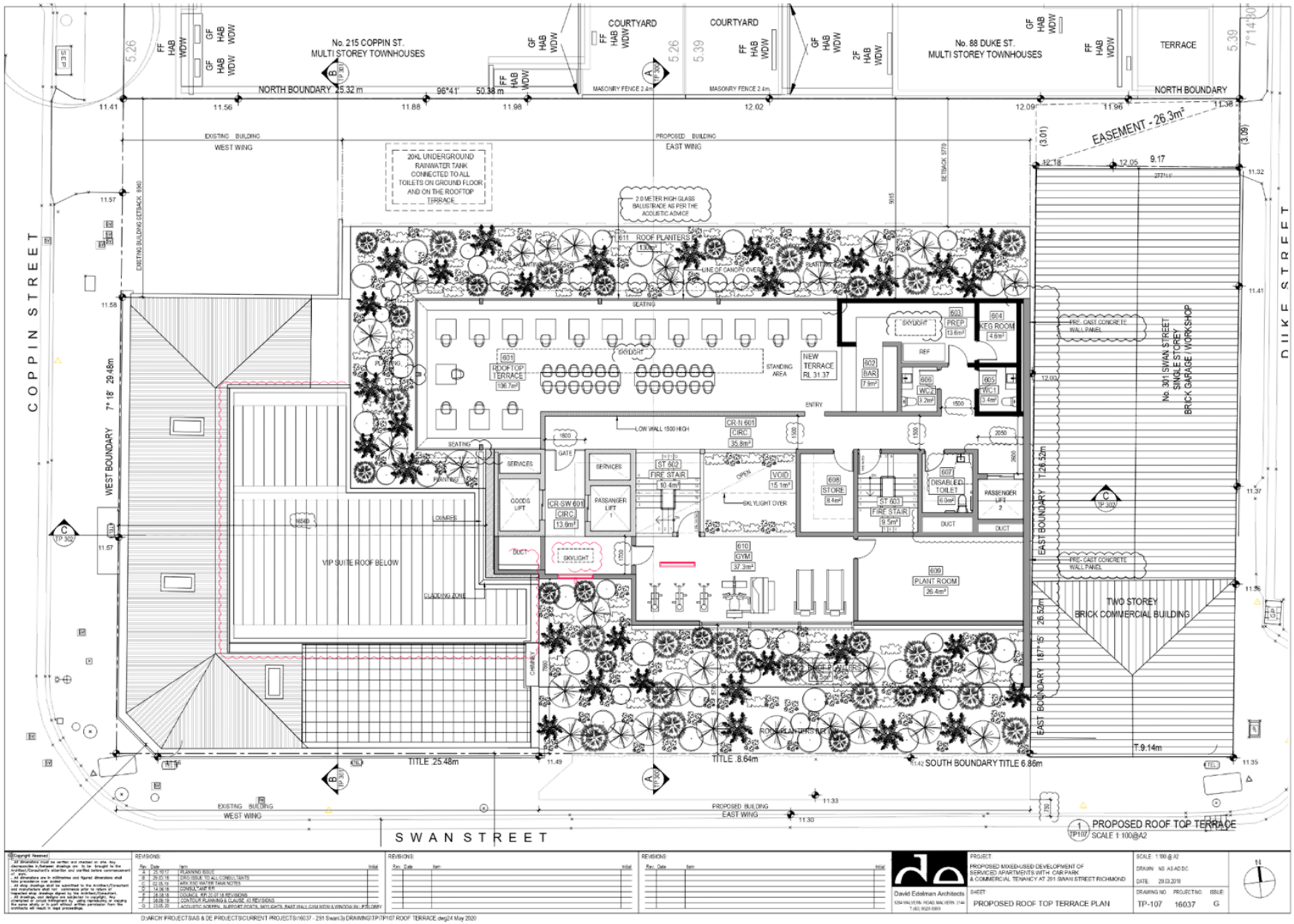
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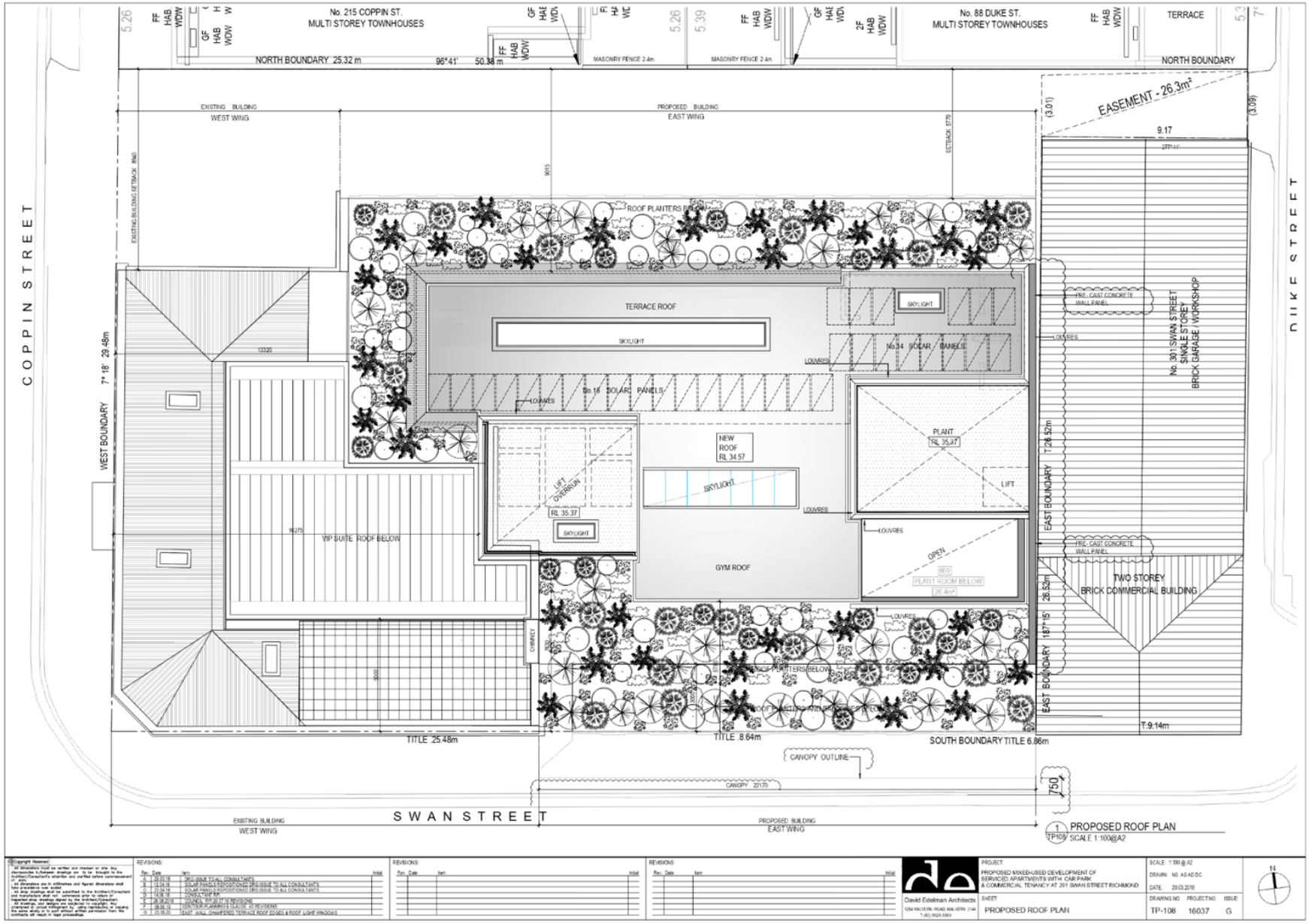
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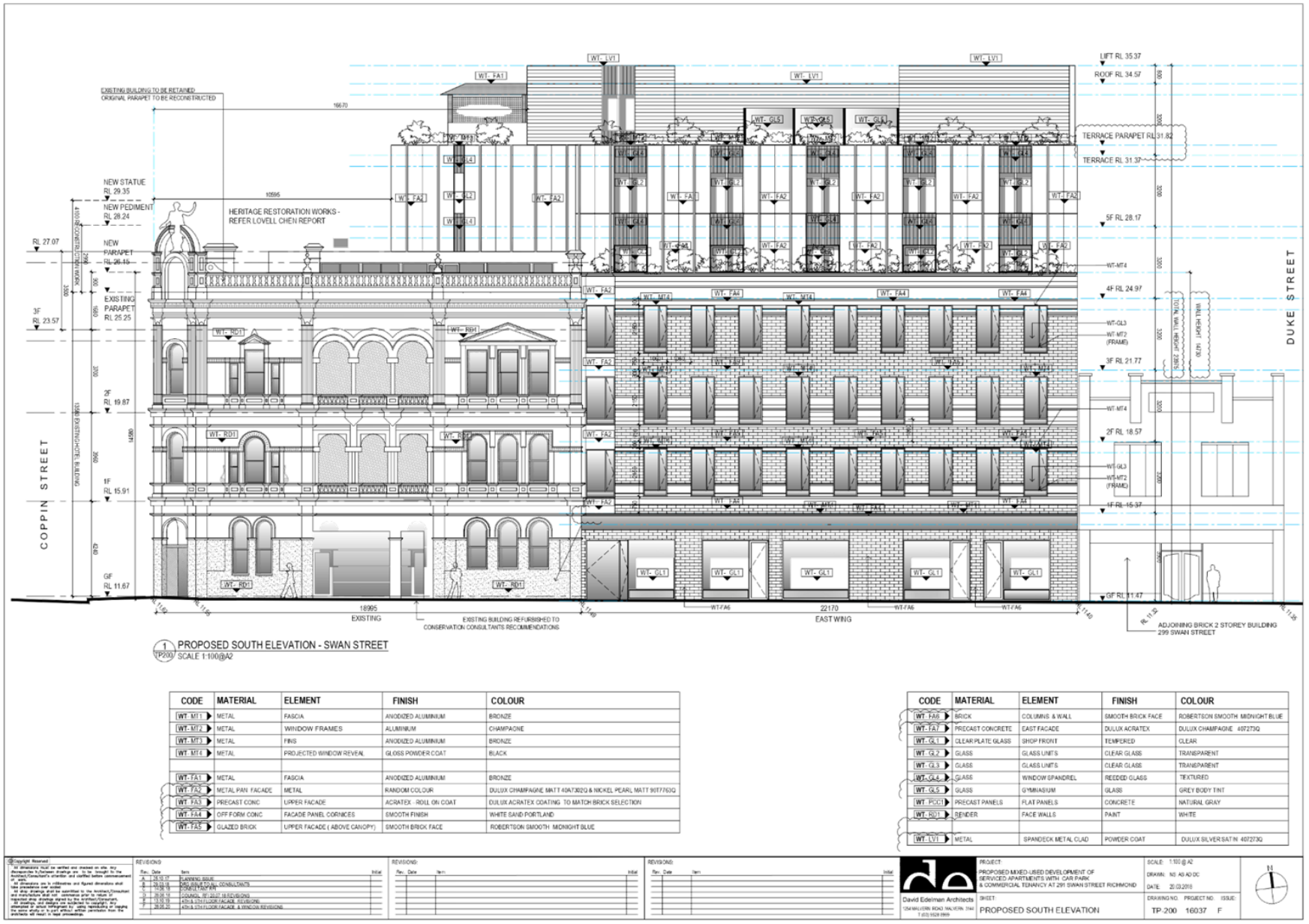
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1 TP200 PROPOSED SOUTH ELEVATION - SWAN STREET
SCALE 1:100@A2

CODE	MATERIAL	ELEMENT	FINISH	COLOUR
WT- MT1	METAL	FASCIA	ANODIZED ALUMINIUM	BRONZE
WT- MT2	METAL	WINDOW FRAMES	ALUMINIUM	CHAMPAGNE
WT- MT3	METAL	FINS	ANODIZED ALUMINIUM	BRONZE
WT- MT4	METAL	PROJECTED WINDOW REVEAL	GLOSS POWDER COAT	BLACK
WT- FA1	METAL	FASCIA	ANODIZED ALUMINIUM	BRONZE
WT- FA2	METAL PAN FACADE	METAL	RANDOM COLOUR	DULUX CHAMPAGNE MATT 40A7302Q & NICKEL PEARL MATT 90T7763Q
WT- FA3	PRECAST CONC	UPPER FACADE	ACRATEX - ROLL ON COAT	DULUX ACRATEX COATING TO MATCH BRICK SELECTION
WT- FA4	OFF FORM CONC	FACADE PANEL CORNICES	SMOOTH FINISH	WHITE SAND PORTLAND
WT- FA5	GLAZED BRICK	UPPER FACADE (ABOVE CANOPY)	SMOOTH BRICK FACE	ROBERTSON SMOOTH MIDNIGHT BLUE

CODE	MATERIAL	ELEMENT	FINISH	COLOUR
WT- FA6	BRICK	COLUMNS & WALL	SMOOTH BRICK FACE	ROBERTSON SMOOTH MIDNIGHT BLUE
WT- FA7	PRECAST CONCRETE	EAST FACADE	DULUX ACRATEX	DULUX CHAMPAGNE 407273Q
WT- GL1	CLEAR PLATE GLASS	SHOP FRONT	TEMPERED	CLEAR
WT- GL2	GLASS	GLASS UNITS	CLEAR GLASS	TRANSPARENT
WT- GL3	GLASS	GLASS UNITS	CLEAR GLASS	TRANSPARENT
WT- GL4	GLASS	WINDOW SPANDREL	REEDED GLASS	TEXTURED
WT- GL5	GLASS	GYMNASIUM	GLASS	GREY BODY TINT
WT- PC01	PRECAST PANELS	FLAT PANELS	CONCRETE	NATURAL GRAY
WT- RD1	RENDER	FACE WALLS	PAINT	WHITE
WT- LV1	METAL	SPANDECK METAL CLAD	POWDER COAT	DULUX SILVER SATIN 407273Q

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REVISIONS

Rev.	Date	Item	Initial
A	26.10.17	PLANNING ISSUE	
B	29.03.18	DRG ISSUED TO ALL CONSULTANTS	
C	11.06.18	COUNCIL RFI	
D	26.06.18	COUNCIL RFI 22.07.18 REVISIONS	
E	13.10.18	4TH & 5TH FLOOR FACADE REVISIONS	
F	30.05.20	4TH & 5TH FLOOR FACADE & WINDOW REVISIONS	

REVISIONS:

Rev.	Date	Item	Initial

REVISIONS:

Rev.	Date	Item	Initial

David Edelman Architects
1254 MALVERN ROAD MALVERN 3144
T (03) 9528 0909

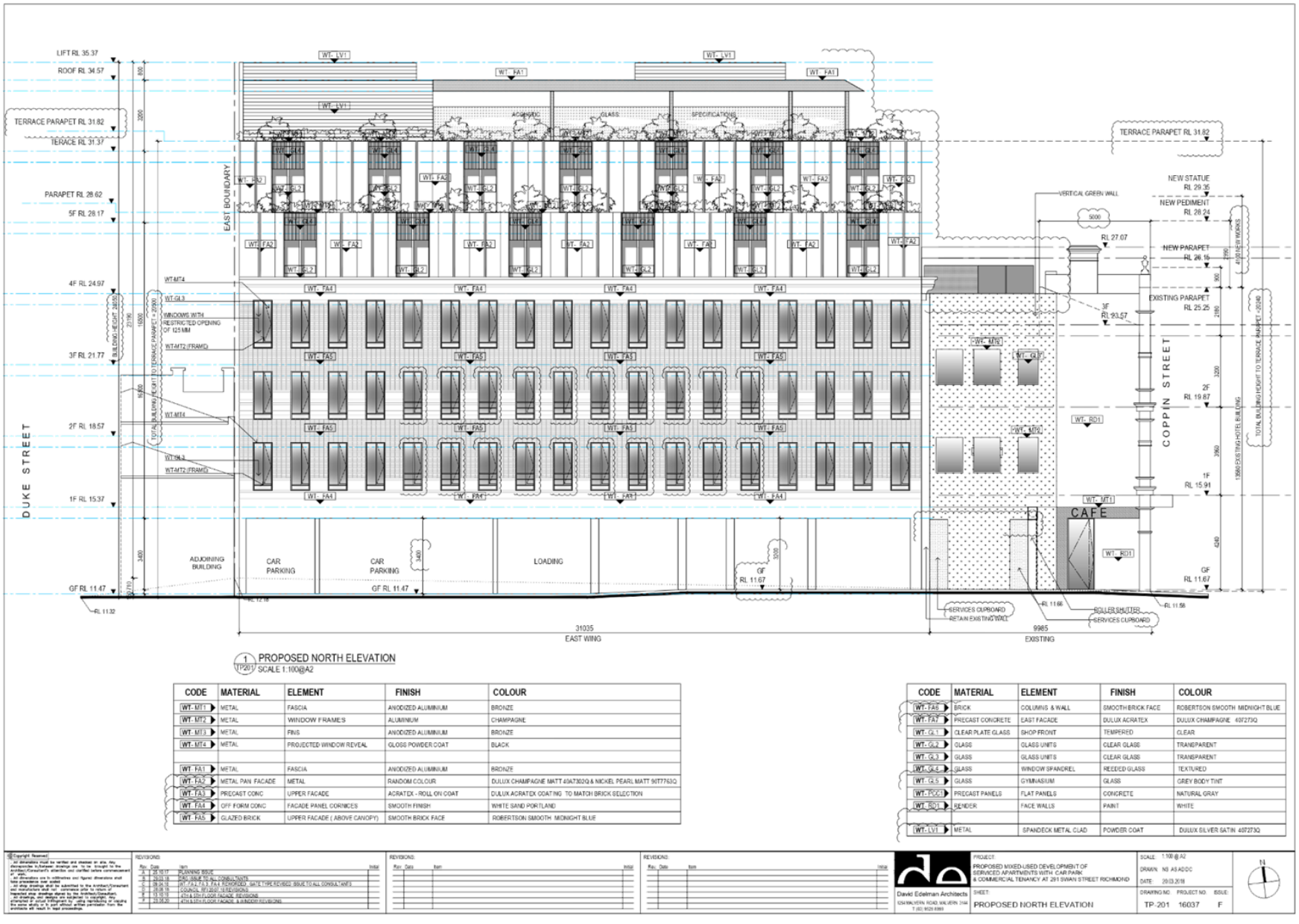
PROJECT: PROPOSED MIXED-USED DEVELOPMENT OF SERVICED APARTMENTS WITH CAR PARK & COMMERCIAL TENANCY AT 291 SWAN STREET RICHMOND

SHEET: PROPOSED SOUTH ELEVATION

SCALE: 1:100 @ A2
DRAWN: NS AS AD DC
DATE: 20.03.2018

DRAWING NO: TP.200 PROJECT NO: 16037 ISSUE: F

Attachment 2 - PLN18/0442 - 291-295 Swan Street Richmond - Decision Floor plans, elevations and renders



1 PROPOSED NORTH ELEVATION
TP201 SCALE 1:100@A2

CODE	MATERIAL	ELEMENT	FINISH	COLOUR
WT- MT1	METAL	FASCIA	ANODIZED ALUMINIUM	BRONZE
WT- MT2	METAL	WINDOW FRAMES	ALUMINIUM	CHAMPAGNE
WT- MT3	METAL	FINS	ANODIZED ALUMINIUM	BRONZE
WT- MT4	METAL	PROJECTED WINDOW REVEAL	GLOSS POWDER COAT	BLACK
WT- FA1	METAL	FASCIA	ANODIZED ALUMINIUM	BRONZE
WT- FA2	METAL PAN FACADE	METAL	RANDOM COLOUR	DULUX CHAMPAGNE MATT 40A7302Q & NICKEL PEARL MATT 90T7763Q
WT- FA3	PRECAST CONC	UPPER FACADE	ACRATEX - ROLL ON COAT	DULUX ACRATEX COATING TO MATCH BRICK SELECTION
WT- FA4	OFF FORM CONC	FACADE PANEL CORNICES	SMOOTH FINISH	WHITE SAND PORTLAND
WT- FA5	GLAZED BRICK	UPPER FACADE (ABOVE CANOPY)	SMOOTH BRICK FACE	ROBERTSON SMOOTH MIDNIGHT BLUE

CODE	MATERIAL	ELEMENT	FINISH	COLOUR
WT- FA6	BRICK	COLUMNS & WALL	SMOOTH BRICK FACE	ROBERTSON SMOOTH MIDNIGHT BLUE
WT- FA7	PRECAST CONCRETE	EAST FACADE	DULUX ACRATEX	DULUX CHAMPAGNE 40F273Q
WT- GL1	CLEAR PLATE GLASS	SHOP FRONT	TEMPERED	CLEAR
WT- GL2	GLASS	GLASS UNITS	CLEAR GLASS	TRANSPARENT
WT- GL3	GLASS	GLASS UNITS	CLEAR GLASS	TRANSPARENT
WT- GL4	GLASS	WINDOW SPANDREL	REEDED GLASS	TEXTURED
WT- GL5	GLASS	GYMNASIUM	GLASS	GREY BODY TINT
WT- PC01	PRECAST PANELS	FLAT PANELS	CONCRETE	NATURAL GRAY
WT- RD1	RENDER	FACE WALLS	PAINT	WHITE
WT- LV1	METAL	SPANDECK METAL CLAD	POWDER COAT	DULUX SILVER SATIN 40F273Q

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REVISIONS:

Rev	Date	Item	Initial
A	25.10.17	PLANNING ISSUE	
B	29.03.18	RDC ISSUE TO ALL CONSULTANTS	
C	06.04.18	INT. FA1, FA 3, FA 4 RECHORDED, GATE TYPE REVISED, ISSUE TO ALL CONSULTANTS	
D	20.06.18	COUNCIL RFI 2017 18 REVISIONS	
E	13.10.19	4TH & 5TH FLOOR FACADE REVISIONS	
F	31.08.20	4TH & 5TH FLOOR FACADE & WINDOW REVISIONS	

REVISIONS:

Rev	Date	Item	Initial

REVISIONS:

Rev	Date	Item	Initial

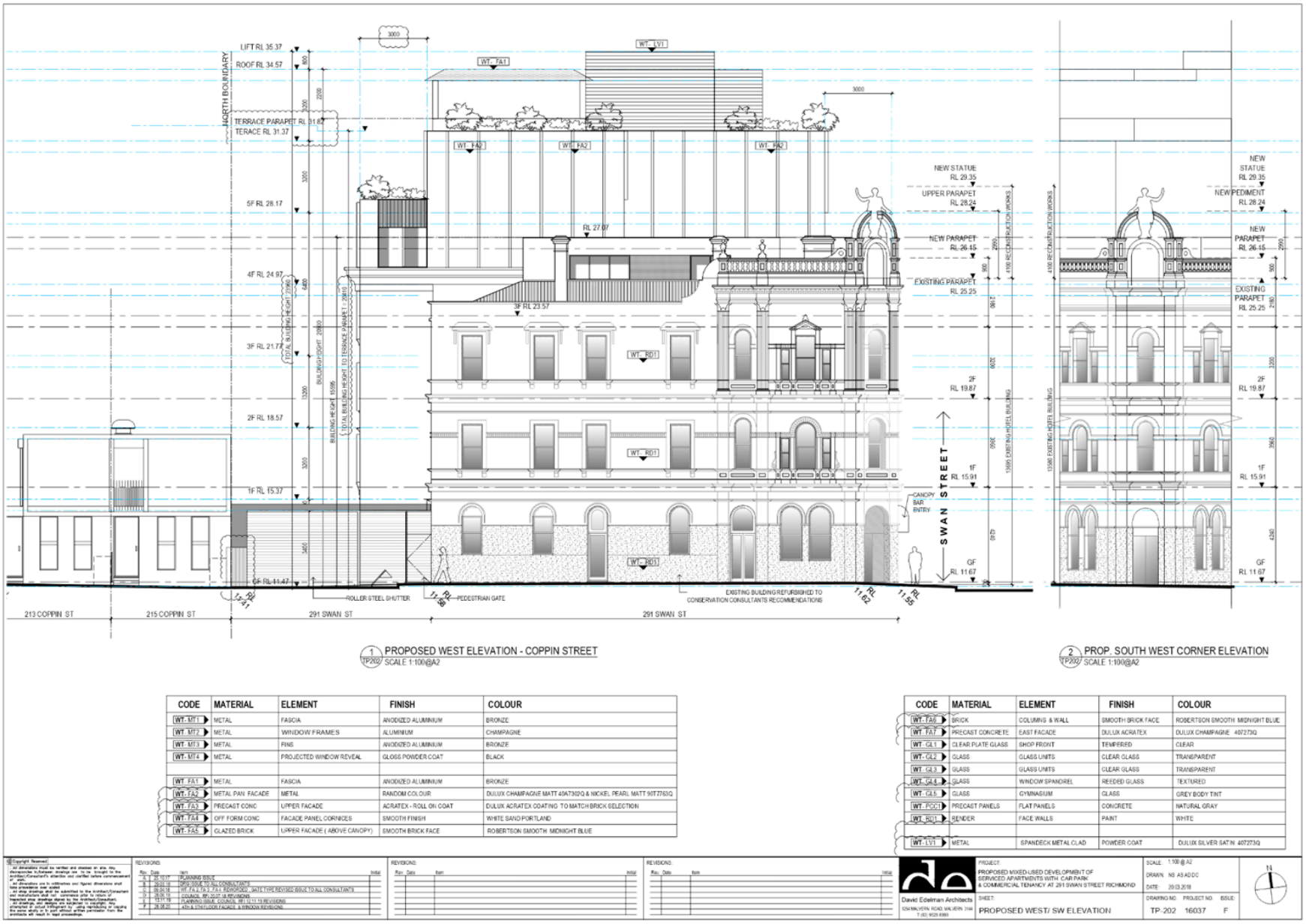
David Edelman Architects
125A MALVERN ROAD, MALVERN 3144
T (03) 9529 6989

PROJECT:
PROPOSED MIXED-USED DEVELOPMENT OF SERVICED APARTMENTS WITH CAR PARK & COMMERCIAL TENANCY AT 291 SWAN STREET RICHMOND

SHEET:
PROPOSED NORTH ELEVATION

SCALE: 1:100 @ A2
DRAWN: NS AS ADDC
DATE: 29.03.2018
DRAWING NO: TP-201
PROJECT NO: 16037
ISSUE: F

Attachment 2 - PLN18/0442 - 291-295 Swan Street Richmond - Decision Floor plans, elevations and renders



1 TP202 PROPOSED WEST ELEVATION - COPPIN STREET
SCALE 1:100@A2

2 TP202 PROP. SOUTH WEST CORNER ELEVATION
SCALE 1:100@A2

CODE	MATERIAL	ELEMENT	FINISH	COLOUR
WT_MT1	METAL	FASCIA	ANODIZED ALUMINIUM	BRONZE
WT_MT2	METAL	WINDOW FRAMES	ALUMINIUM	CHAMPAGNE
WT_MT3	METAL	FINS	ANODIZED ALUMINIUM	BRONZE
WT_MT4	METAL	PROJECTED WINDOW REVEAL	GLOSS POWDER COAT	BLACK
WT_FA1	METAL	FASCIA	ANODIZED ALUMINIUM	BRONZE
WT_FA2	METAL PAN FACADE	METAL	RANDOM COLOUR	DULUX CHAMPAGNE MATT 40A73I2Q & NICKEL PEARL MATT 90T7763Q
WT_FA3	PRECAST CONC	UPPER FACADE	ACRATEX - ROLL ON COAT	DULUX ACRATEX COATING TO MATCH BRICK SELECTION
WT_FA4	OFF FORM CONC	FACADE PANEL CORNICES	SMOOTH FINISH	WHITE SAND PORTLAND
WT_FA5	GLAZED BRICK	UPPER FACADE (ABOVE CANOPY)	SMOOTH BRICK FACE	ROBERTSON SMOOTH MIDNIGHT BLUE

CODE	MATERIAL	ELEMENT	FINISH	COLOUR
WT_FA6	BRICK	COLUMNS & WALL	SMOOTH BRICK FACE	ROBERTSON SMOOTH MIDNIGHT BLUE
WT_FA7	PRECAST CONCRETE	EAST FACADE	DULUX ACRATEX	DULUX CHAMPAGNE 40T273Q
WT_GL1	CLEAR PLATE GLASS	SHOP FRONT	TEMPERED	CLEAR
WT_GL2	GLASS	GLASS UNITS	CLEAR GLASS	TRANSPARENT
WT_GL3	GLASS	GLASS UNITS	CLEAR GLASS	TRANSPARENT
WT_GL4	GLASS	WINDOW SPANDREL	REEDED GLASS	TEXTURED
WT_GL5	GLASS	GYMNASIUM	GLASS	GREY BODY TINT
WT_PCC1	PRECAST PANELS	FLAT PANELS	CONCRETE	NATURAL GRAY
WT_RD1	RENDER	FACE WALLS	PAINT	WHITE
WT_LV1	METAL	SPANDECK METAL CLAD	POWDER COAT	DULUX SILVER SATIN 40T273Q

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REVISIONS:

Rev	Date	Item	Initial
A	20.10.17	PLANNING ISSUE	
B	30.03.18	DPO1 ISSUE TO ALL CONSULTANTS	
C	06.06.18	WT_FA 2,7,FA 3, 7,FA 5 REVISED - SKITE TYPE REVISED ISSUE TO ALL CONSULTANTS	
D	29.06.18	COUNCIL RFI 30.07.18 REVISIONS	
E	13.11.19	PLANNING ISSUE COUNCIL RFI 12.11.19 REVISIONS	
F	28.08.20	4TH & 5TH FLOOR FACADE & WINDOW REVISIONS	

REVISIONS:

Rev	Date	Item	Initial

REVISIONS:

Rev	Date	Item	Initial

David Edelman Architects
1254 MALVERN ROAD, MALVERN 3144
T (03) 9509 6988

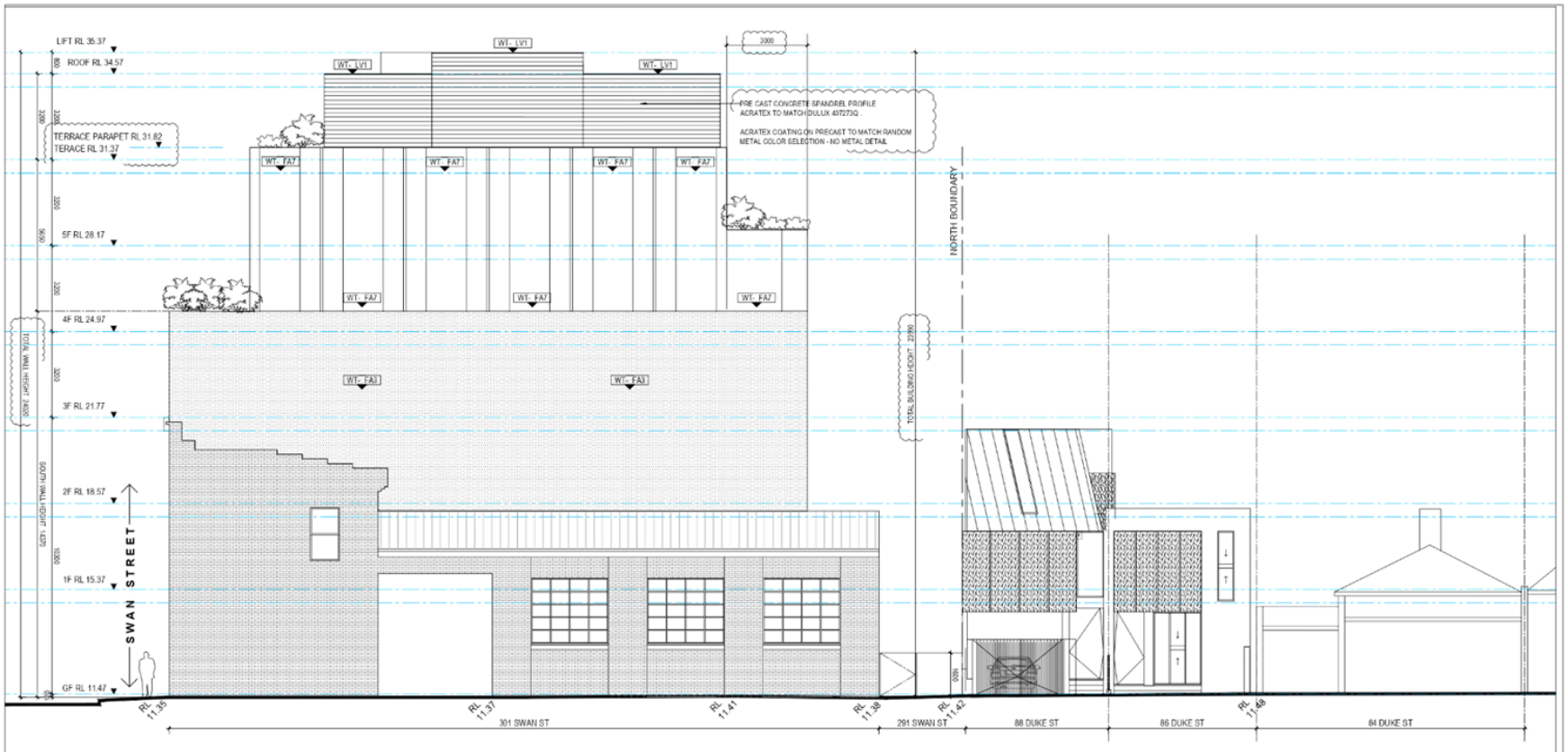
PROJECT:
PROPOSED MIXED-USED DEVELOPMENT OF SERVICED APARTMENTS WITH CAR PARK & COMMERCIAL TENANCY AT 291 SWAN STREET RICHMOND

SHEET:
PROPOSED WEST/ SW ELEVATION

SCALE: 1:100 @ A2
DRAWN: NS AS ADDC
DATE: 29.03.2018
DRAWING NO: TP.202
PROJECT NO: 16037
ISSUE: F

N

Attachment 2 - PLN18/0442 - 291-295 Swan Street Richmond - Decision Floor plans, elevations and renders



1 TP203 PROPOSED EAST ELEVATION - DUKE STREET
SCALE 1:100@A2

CODE	MATERIAL	ELEMENT	FINISH	COLOUR
WT- MT1	METAL	FASCIA	ANODIZED ALUMINIUM	BRONZE
WT- MT2	METAL	WINDOW FRAMES	ALUMINIUM	CHAMPAGNE
WT- MT3	METAL	FINS	ANODIZED ALUMINIUM	BRONZE
WT- MT4	METAL	PROJECTED WINDOW REVEAL	GLOSS POWDER COAT	BLACK
WT- FA1	METAL	FASCIA	ANODIZED ALUMINIUM	BRONZE
WT- FA2	METAL PAN FACADE	METAL	RANDOM COLOUR	DULUX CHAMPAGNE MATT 40A7302Q & NICKEL PEARL MATT 90T7763Q
WT- FA3	PRECAST CONC	UPPER FACADE	ACRATEX - ROLL ON COAT	DULUX ACRATEX COATING TO MATCH BRICK SELECTION
WT- FA4	OFF FORM CONC	FACADE PANEL CORNICES	SMOOTH FINISH	WHITE SAND PORTLAND
WT- FA5	GLAZED BRICK	UPPER FACADE (ABOVE CANOPY)	SMOOTH BRICK FACE	ROBERTSON SMOOTH MIDNIGHT BLUE

CODE	MATERIAL	ELEMENT	FINISH	COLOUR
WT- FA6	BRICK	COLUMNS & WALL	SMOOTH BRICK FACE	ROBERTSON SMOOTH MIDNIGHT BLUE
WT- FA7	PRECAST CONCRETE	EAST FACADE	DULUX ACRATEX	DULUX CHAMPAGNE 407273Q
WT- GL1	CLEAR PLATE GLASS	SHOP FRONT	TEMPERED	CLEAR
WT- GL2	GLASS	GLASS UNITS	CLEAR GLASS	TRANSPARENT
WT- GL3	GLASS	GLASS UNITS	CLEAR GLASS	TRANSPARENT
WT- GL4	GLASS	WINDOW SPANDREL	REEDED GLASS	TEXTURED
WT- GL5	GLASS	GYMNASIUM	GLASS	GREY BODY TINT
WT- PCC1	PRECAST PANELS	FLAT PANELS	CONCRETE	NATURAL GRAY
WT- RD1	RENDER	FACE WALLS	PAINT	WHITE
WT- LV1	METAL	SPANDECK METAL CLAD	POWDER COAT	DULUX SILVER SATIN 407273Q

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A	24.10.17	PLANNING ISSUE	
B	29.03.18	RFC- ISSUE TO ALL CONSULTANTS	
C	24.08.18	COUNCIL RFI 20.07.18 REVISIONS	
D	13.10.19	4TH & 5TH FLOOR FACADE REVISIONS	
E	11.11.19	PLANNING ISSUE COUNCIL RFI 12.11.19 REVISIONS	
F	29.06.20	4TH & 5TH FLOOR FACADE & WINDOW REVISIONS	

REVISIONS:

Rev	Date	Item	Initial

REVISIONS:

Rev	Date	Item	Initial

David Edelman Architects
1254 MALVERN ROAD, MALVERN 3144
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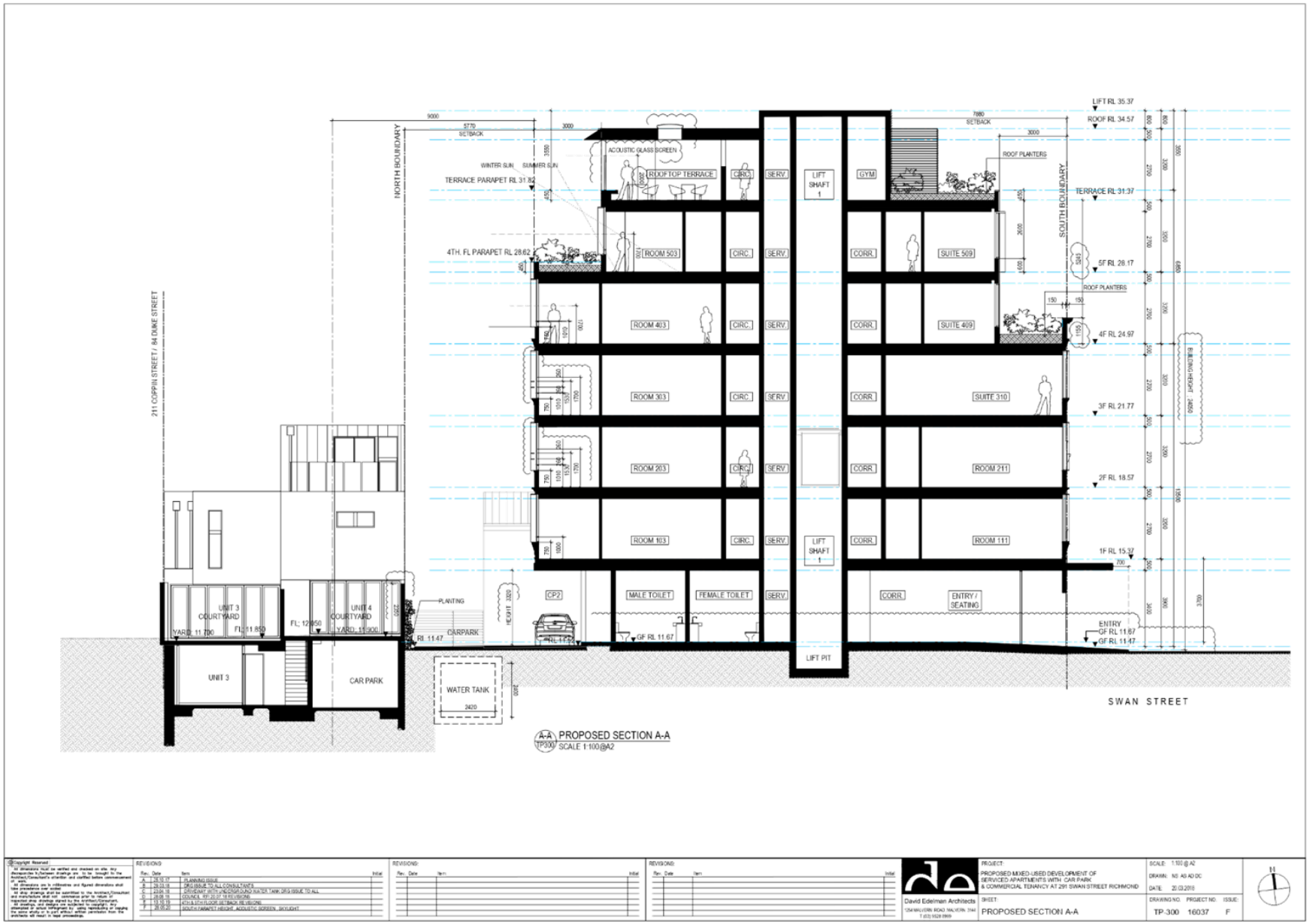
PROJECT:
PROPOSED MIXED-USED DEVELOPMENT OF SERVICED APARTMENTS WITH CAR PARK & COMMERCIAL TENANCY AT 291 SWAN STREET RICHMOND

SHEET:
PROPOSED EAST ELEVATION

SCALE: 1:100 @ A2
DRAWN: NS AS ADDC
DATE: 29.03.2018
DRAWING NO: TP-203
PROJECT NO: 16037
ISSUE: F

N

Attachment 2 - PLN18/0442 - 291-295 Swan Street Richmond - Decision Floor plans, elevations and renders



Attachment 2 - PLN18/0442 - 291-295 Swan Street Richmond - Decision Floor plans, elevations and renders



Swan Street View

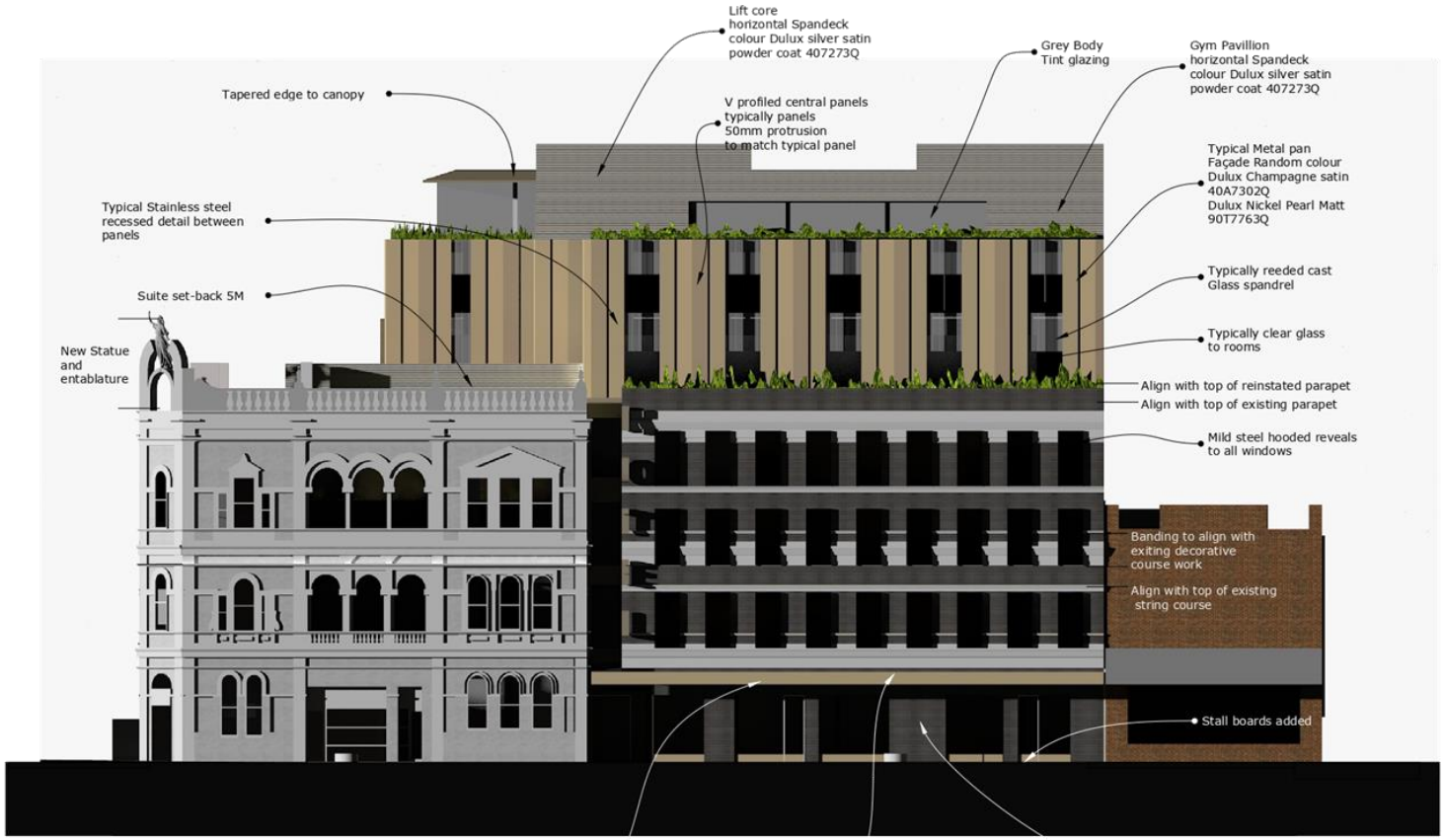
PROJECT 291 Swan Street Richmond

SPATIAL ENVIRONS P/L
Ph 0417306679, NGLFITTON@GMAIL.COM

16 April 2020

DWG 2

Attachment 2 - PLN18/0442 - 291-295 Swan Street Richmond - Decision Floor plans, elevations and renders



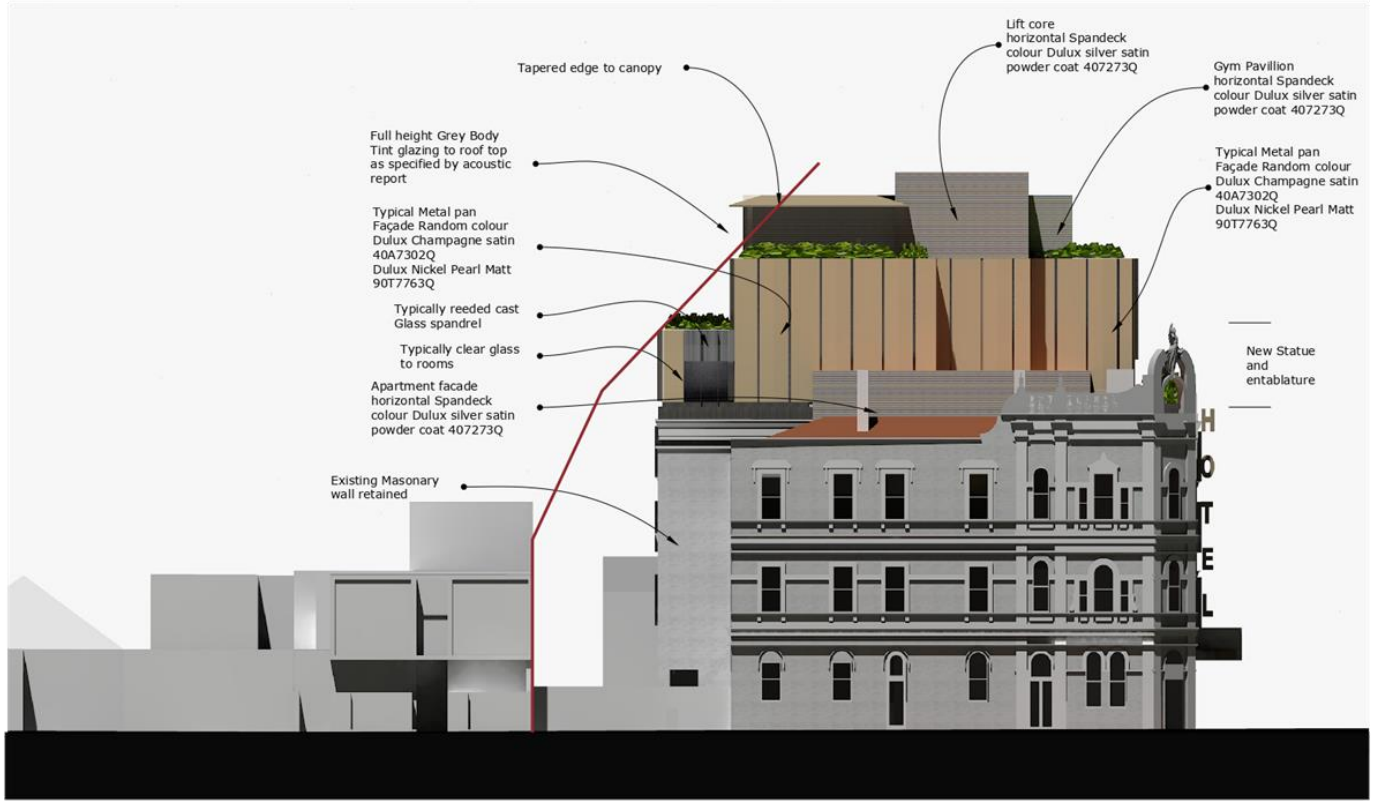
PROJECT 291 Swan Street Richmond

SPATIAL ENVIRONS P/L
Ph 0417306679, NGLFITTON@GMAIL.COM

16 April 2020

DWG 7

Attachment 2 - PLN18/0442 - 291-295 Swan Street Richmond - Decision Floor plans, elevations and renders



Coppins Street Elevation

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SPATIAL ENVIRONS P/L
Ph 0417306679, NGLFITTON@GMAIL.COM

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DWG 9

Attachment 2 - PLN18/0442 - 291-295 Swan Street Richmond - Decision Floor plans, elevations and renders



View from North Coppin Street

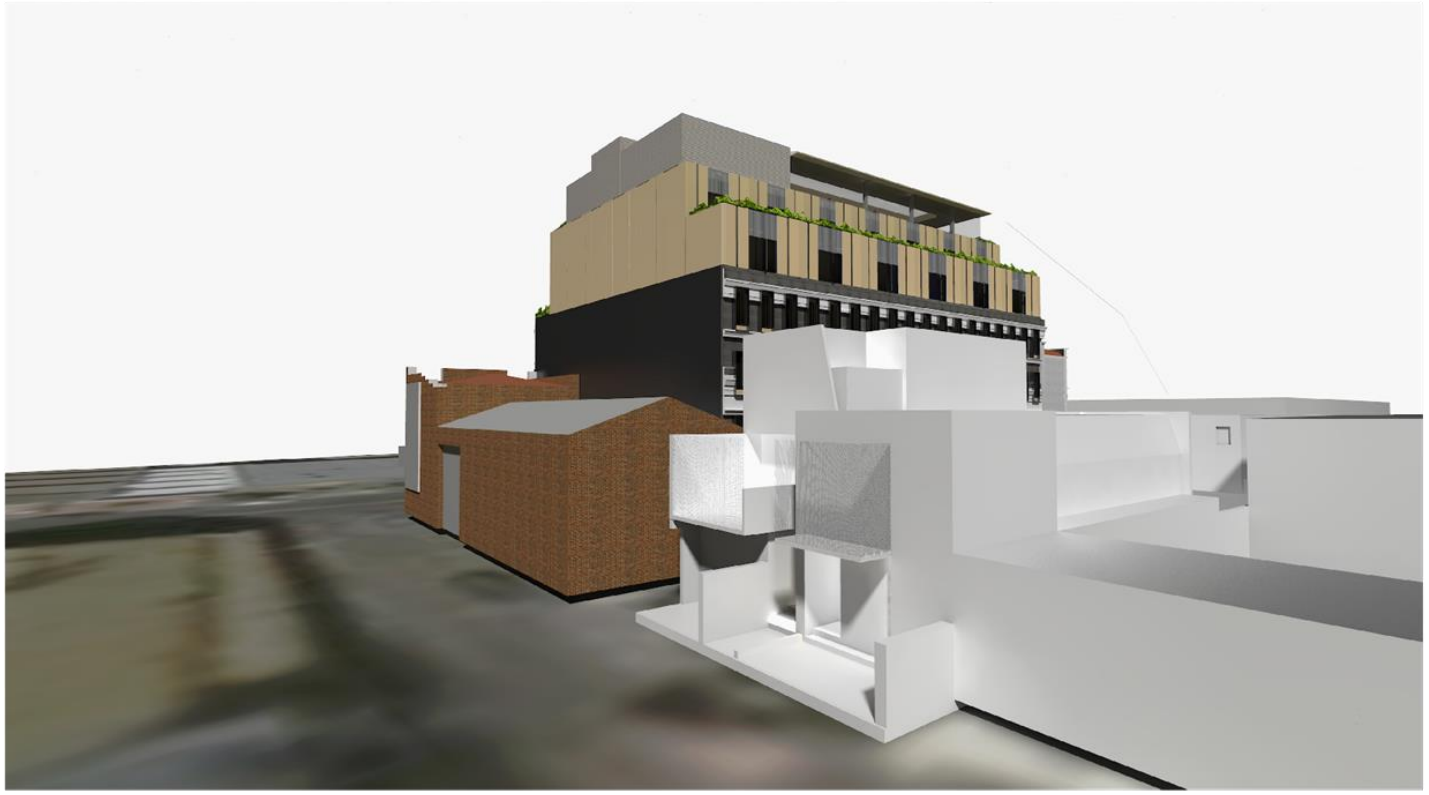
PROJECT 291 Swan Street Richmond

SPATIAL ENVIRONS P/L
Ph 0417306679, NGLFITTON@GMAIL.COM

20 April 2020

DWG 3a

Attachment 2 - PLN18/0442 - 291-295 Swan Street Richmond - Decision Floor plans, elevations and renders



Elevated View from North Duke Street

PROJECT 291 Swan Street Richmond

SPATIAL ENVIRONS P/L
Ph 0417306679, NGLFITTON@GMAIL.COM

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DWG 4

Attachment 2 - PLN18/0442 - 291-295 Swan Street Richmond - Decision Floor plans, elevations and renders



Elevated View from North Coppin Street

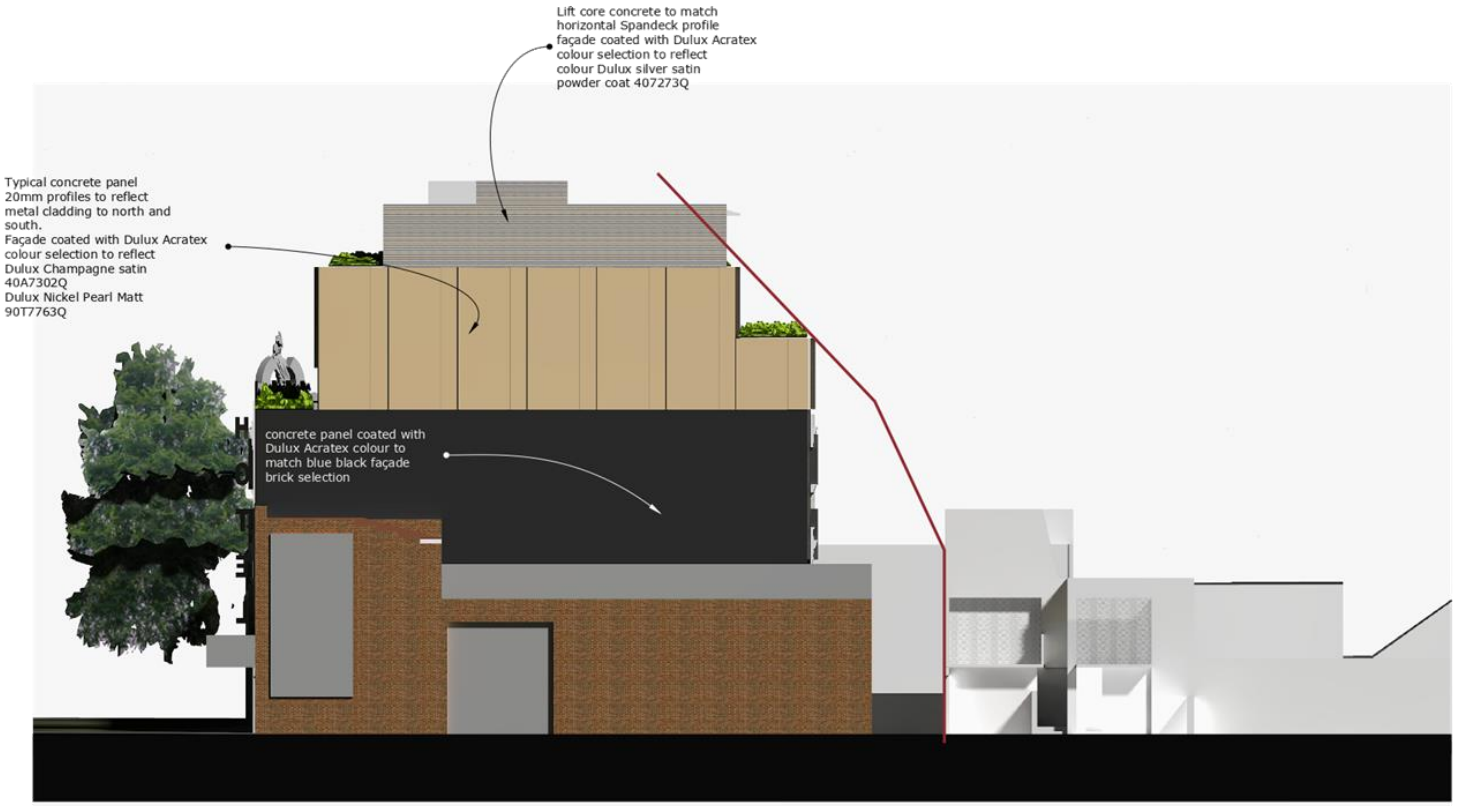
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Ph 0417306679, NGLFITTON@GMAIL.COM

16 April 2020

DWG 3

Attachment 2 - PLN18/0442 - 291-295 Swan Street Richmond - Decision Floor plans, elevations and renders



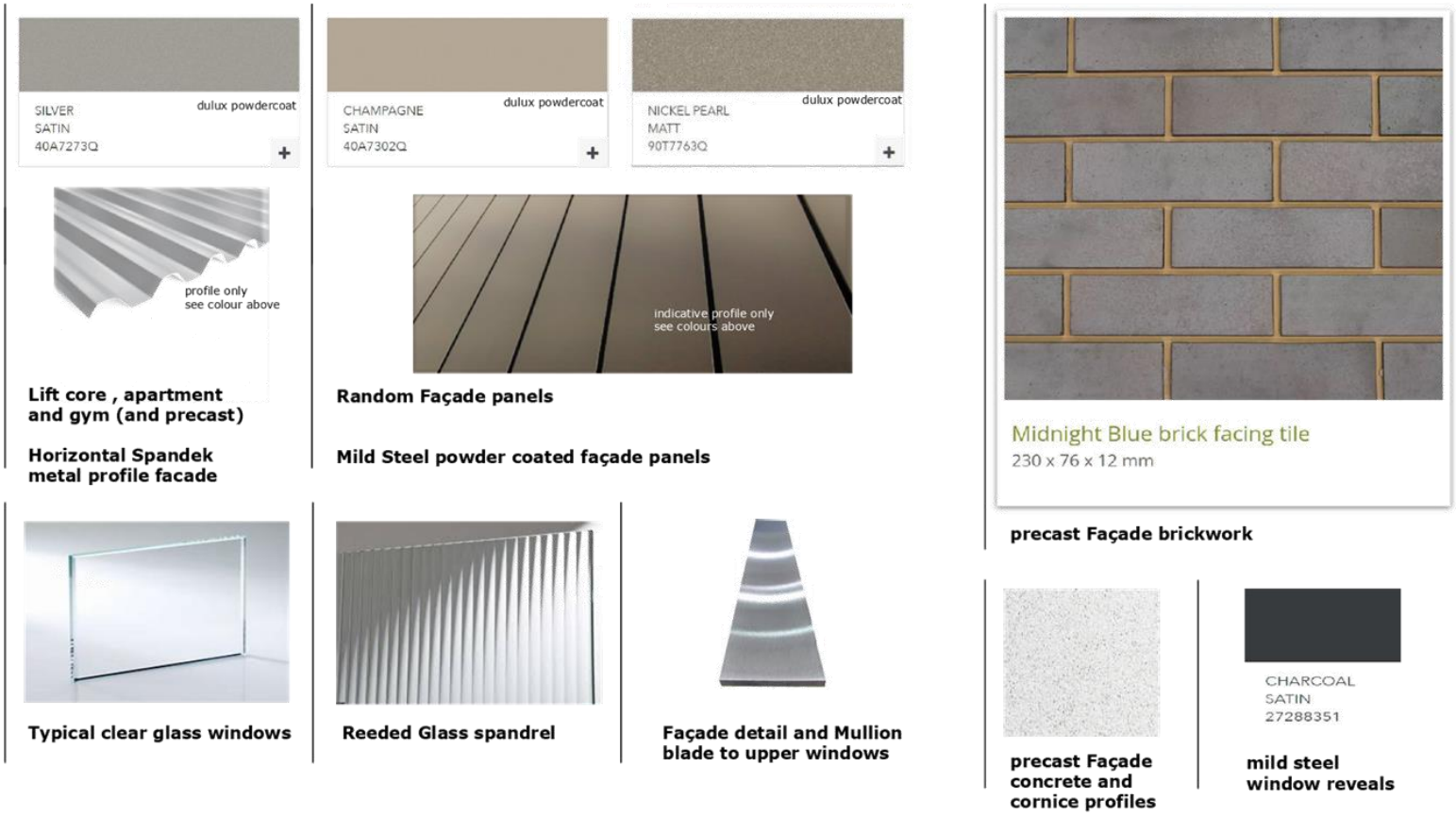
PROJECT 291 Swan Street Richmond

SPATIAL ENVIRONS P/L
Ph 0417306679, NGLFITTON@GMAIL.COM

16 April 2020

DWG 10

Attachment 2 - PLN18/0442 - 291-295 Swan Street Richmond - Decision Floor plans, elevations and renders



Attachment 3 - PLN18/0442 - 291-295 Swan Street, Richmond - Shadow diagrams



Attachment 3 - PLN18/0442 - 291-295 Swan Street, Richmond - Shadow diagrams



Attachment 3 - PLN18/0442 - 291-295 Swan Street, Richmond - Shadow diagrams



Attachment 3 - PLN18/0442 - 291-295 Swan Street, Richmond - Shadow diagrams



Attachment 3 - PLN18/0442 - 291-295 Swan Street, Richmond - Shadow diagrams



Attachment 3 - PLN18/0442 - 291-295 Swan Street, Richmond - Shadow diagrams



Attachment 4 - PLN18/0442 - 291-295 Swan Street Richmond - External Urban Design comments on Decision Plans

291-295 Swan Street, Richmond

Addendum to Urban Design Referral – YARRA CITY COUNCIL

Date	10 July 2020
Council Reference	PLN18/0442
To	Lara Fiscalini, Principal Planner
From	kinetica (formerly David Lock Associates)

1.0 INTRODUCTION

In March 2020, **kinetica** provided an urban design assessment of a proposed 7-storey hotel and serviced apartment development at 291-295 Swan Street, Richmond (the Subject Site). Following our assessment, we concluded that the proposal required a number of changes to the built form, massing and design detail. As a result, **kinetica** provided a series of recommendations for the Applicant to consider incorporating into their design.

In June 2020, the City of Yarra advised that the Applicant had lodged revised plans that require urban design assessment, in the context of our previous advice.

Overall, we acknowledge that a number of positive refinements have been made to the proposal, with the amended plans addressing most (but not all) of our previous recommendations. We make the following comments in relation to the amended plans and their implementation of our recommendations:

- ***The overall massing be simplified with the Fourth and Fifth floors revised in materiality (such as use of glazing with mesh cladding) so that it will be subservient to the heritage building;***

The amended plans apply revised materiality at the Fourth and Fifth Floors to include a "Metal Pan Façade (WT-FA2)" utilising a "Champagne Matt Colour" finished with a "Nickel Pearl" impression.

We support the revised materials palette, noting that the metal finish will be visually distinctive from the masonry form of the floors below. The balance of glazing and metal cladding works well on the northern and southern elevations.

Attachment 4 - PLN18/0442 - 291-295 Swan Street Richmond - External Urban Design comments on Decision Plans

However, we note the Fourth and Fifth Floors of the Coppin Street Elevation still present as a relatively blank wall, aside from some vertical articulation. We consider this elevation would benefit from the introduction of some glazing as per the northern and southern elevations.

Based on this, we recommend the Applicant considers the implementation of vertical clear glazing panels along the western elevation to avoid a solid/ blank presentation.

- ***Increase the northern setback of the Fourth Floor to become 8.77m to match the northern setback of the Fifth Floor, which will to contribute towards a well-defined 2-storey 'mid-section';***

Within our previous advice, the rationale behind the recommendation above was to create a clear building composition comprising a well-defined 3 to 4-storey 'base', a 2-storey 'mid-section' and a recessed roof top level.

The amended plans show that the northern setback of the Fourth Floor remains unchanged since our previous review.

While we support the changes to the materiality of this floor (as mentioned above), we continue to hold the view that the northern setback of the Fourth Floor should be increased to match the Fifth Floor to ensure that a clear building composition is achieved.

- ***Increase the northern setback of the Rooftop Terrace should be increased further to comply with the DDO requirements;***
- ***Revising the roof of the Roof Top Terrace to be a lightweight material with slim appearance and replanning the bar area to minimise its visual presence;***

Our previous advice outlined that the Rooftop Terrace and its associated roof would encroach into the rear setback requirements as specified under DDO17. As such, we recommended compliance with this requirement to ensure no unreasonable off-site amenity impacts occur.

Aside from a very modest modification to the treatment of the roof, the amended plans show the extent of rooftop terrace remains unchanged, encroaching into the rear setback requirement outlined in DDO17.

Given the positioning of the Rooftop Terrace and its roof relative to the secluded private open spaces (SPOS) associated with Coppin Street dwellings, we continue to hold the view that the northern setback of the Rooftop Terrace should be increased to comply with the DDO requirements to avoid unreasonable visual bulk impacts.

Attachment 4 - PLN18/0442 - 291-295 Swan Street Richmond - External Urban Design comments on Decision Plans

- ***The decorative elements between the windows on the southern façade, on the proposed new street wall, be deleted;***

The amended plans have deleted the decorative elements between the windows along the southern façade. The proposal now provides a more contemporary insertion that is also respectful of the heritage features to be retained.

We support the change and consider it responds appropriately to our recommendation.

- ***The design of the parapet/upstand be simplified;***

The amended elevations appear to show that the parapet of the new street wall remains as a stepped cornice. However, the updated 3D renders now show that the proposed parapet has been modernised to a masonry upstand..

We support the proposed simplified masonry parapet as shown on the 3D renders and recommend the elevations are updated to align with it.

- ***The windows along the southern façade are revised to have deeper recessions;***

The amended plans show a series of metal hooded reveals around the windows have been added to the proposed street wall running along Swan Street. The hooded reveals will provide the impression of deeper recessions.

We support design change and consider that it responds appropriately to our recommendation.

- ***The chosen materiality to the upper levels should be continued down the central 'recess';***

The updated 3D render and amended southern elevation show the materiality (WT-FA2), utilised for the Fourth and Fifth Level continuing down the central recess between the existing heritage pub and proposed new street wall.

We support this and consider that it responds appropriately to the recommendation.

- ***The Applicant to provide 3D montages or photorealistic renders that accurately depict the building and its associated materiality, in context; and***
- ***Resolution of inconsistencies between plans, renders, section and elevations.***

The amended drawings provide an increased level of consistency between the plans, sections and elevations. However, there continues to be minor inconsistencies between the updated drawing set and the 3D renders. For example, the southern elevation shows the parapet being a stepped cornice, whereas the 3D renders show a simple masonry 'upstand'.

Attachment 4 - PLN18/0442 - 291-295 Swan Street Richmond - External Urban Design comments on Decision Plans

Based on this, we recommend the 3D renders and drawing set are updated to be consistent and aligned.

2.0 CONCLUSION

In summary, we find the following recommendations have not been addressed by the amended plans:

- **Increase the northern setback of the Fourth Floor to become 8.77m to match the northern setback of the Fifth Floor, which will to contribute towards a well-defined 2-storey 'mid-section';**
- **Increase the northern setback of the Rooftop Terrace to comply with the DDO requirements;**
- **Revising the roof of the Roof Top Terrace to be a lightweight material with slim appearance and replanning the bar area to minimise its visual presence;**
- **The Applicant to provide 3D montages or photorealistic renders that accurately depict the building and its associated materiality, in context; and**
- **Resolution of inconsistencies between plans, renders, section and elevations.**

In addition to the recommendations still to be addressed above, we request the following change to the amended plans:

- **introduce vertical clear glazing panels along the western elevation to further avoid only a 'solid' presentation of this elevation.**

Should Council have any questions or concerns, please do not hesitate to contact Julia Bell (juliab@kinetica.net.au) or Vincent Pham (vincentp@kinetica.net.au).

kinetica (formerly David Lock Associates)

Attachment 5 - PLN18/0442 - 291-295 Swan Street Richmond - External Urban Design comments on first set of amended plans

291-295 Swan Street, Richmond

Urban Design Referral – YARRA CITY COUNCIL

Date	6 March 2020
Council Reference	PLN18/0442
To	Lara Fiscalini, Principal Planner
From	kinetica (formerly David Lock Associates)

1.0 INTRODUCTION

In November 2018, kinetica (formerly David Lock Associates) was requested by the City of Yarra to provide an urban design assessment of a proposed 7-storey hotel and serviced apartment development at 291-295 Swan Street, Richmond (the Subject Site). At the time of that assessment, Amendment C191 (which sought to introduce the Design and Development Overlay – Schedule 17) had not been incorporated into the Planning Scheme. Therefore, this assessment preceded the formal introduction of the interim Design and Development Overlay – Schedule 17 controls.

In December 2019, the City of Yarra requested kinetica (formerly DLA) undertake an urban design assessment of a revised scheme for the Subject Site.

kinetica's assessment has given regard to heritage-related objectives and requirements as contained within the Yarra Planning Scheme, however, would defer to others for a more comprehensive heritage assessment.

The proposal seeks approval to construct a part-4 and part-7 storey mixed use building, which consists of retention of the existing heritage pub (commonly known as the Central Club Hotel), new retail shops and serviced apartments.

Attachment 5 - PLN18/0442 - 291-295 Swan Street Richmond - External Urban Design comments on first set of amended plans

This referral is based on the following considerations:

Existing Use	• Pub/Tavern and Liquor Shop and associated car parking
Site Area	• Approx. 1,244m2
Zone	• Commercial 2 Zone (C2Z)
Overlay	• Heritage Overlay Schedule 285 (HO285); • Design and Development Overlay 5 'City Link Exhaust Stack Environs' (DDO5); • Design and Development Overlay 17 'Swan Street Major Activity Centre' (DDO17) – expires 26 November 2020.
Policy Considerations	• Clause 11 – Settlement; • Clause 15 – Built Environment and Heritage • Clause 21.03 – Vision; • Clause 21.04 – Land use; • Clause 21.05 – Built Form; • Clause 21.06 – Neighbourhoods; • Clause 22.05 – Interface Uses Policy; • Clause 22.03 – Heritage Policy); • Clause 22.10 – Built Form and Design Policy;
Documents Reviewed	• The relevant provisions of the Yarra Planning Scheme; • The relevant provisions of the '*Swan Street Structure Plan (2014)*'; • The physical context of the site and surrounding area; • The architectural plans prepared by David Edelman Architects (date stamped 'Received 31 October 2019' and/or '20 November 2019'); and • Victorian Urban Design Guidelines.

Attachment 5 - PLN18/0442 - 291-295 Swan Street Richmond - External Urban Design comments on first set of amended plans

2.0 PHYSICAL CONTEXT

The site is rectangular in shape but with a small 'handle' to Duke Street at the north-east corner.

It is situated on the north-east corner of the intersection of Swan Street and Coppin Street. Existing vehicle access is provided via crossovers either from Coppin Street or Duke Street, to the rear.

The site is located within the Swan Street Major Activity Centre (MAC) and the Principal Public Transport Network (PPTN) area.

The existing character of the area is quite varied. The northern side of Swan Street predominantly has zero setbacks and finer grain (aside from Jati Furniture). The southern side typically has a larger grain with front setbacks due to the existing use mix (i.e. for car yards).

Coppin Street is approximately 20m wide and has footpaths, nature strips containing canopy trees, and on-street car parking leading into the residential hinterland of Richmond, south of Bridge Road.

The site's direct interfaces can be summarised as follows:

- To the north are 2 pairs of attached dwellings which are oriented towards either Coppin Street or Duke Street. The dwellings are zoned General Residential – Schedule 2 (GRZ2) and contain a mandatory height limit of 9m. These dwellings have their secluded private open space (SPOS) centralised to the rear.
- To the east is 301 Swan Street containing a part 1/part 2 storey commercial building that also has a frontage to Duke Street. This building is zoned Commercial 2 and is also included within the Swan Street MAC.
- To the west is Coppin Street (approx. 20m wide). Further west are commercial buildings (zoned Commercial 1), ranging between 1-3 storeys.
- To the south is Swan Street (approx. 20m wide). Further south are predominantly warehouses and bulky good retailers that are zoned Commercial 2.

In terms of the broader urban context, the site has excellent access to public transport noting proximity to East Richmond Station (approx. 500m south-west), Burnley Station (approx. 460m east) and tram route 70 along Swan Street, providing access into Melbourne CBD.

The Swan Street MAC has undergone significant changes over recent years, transitioning away from its former 1-3 storey identity towards a newer, higher density character ranging between 6-12 storeys. This is illustrated by some of the following approvals within the activity centre (to the best of our knowledge):

- 6-storey mixed use building located at 241 Swan Street (PLN15/0647);
- 7-storey mixed use building located at 306 Swan Street (PLN13/0933);
- 6-storey office building located at 345 Swan Street (PLN16/0603);
- 6-storey mixed use building located at 395 Swan Street (PLN12/1164);
- 9-storey office building located at 389-393 Swan Street (PLN18/0431); and
- 12-storey mixed building located at 462-482 Swan Street (PLN18/0431).

Attachment 5 - PLN18/0442 - 291-295 Swan Street Richmond - External Urban Design comments on first set of amended plans

3.0 POLICY CONTEXT

The subject site is located within a C2Z and, relevantly, affected by HO235 and DDO17 (Swan Street MAC).

Plan Melbourne encourages well-designed, high density development to occur in infill and renewal locations (Policy 2.2.2 and Policy 2.2.3) in close proximity to public transport, services and amenities. Policy at the State and local level also reinforce infill development in locations to support increased employment opportunities and urban consolidation objectives (Clause 11.01-1S, Clause 11.01-1R, Clause 11.02-1S, Clause 11.03-1S, Clause 17.01 and 21.04).

At a local level, policy seeks to ensure that new development achieve a balance between protecting its valued character whilst promoting urban consolidation opportunities, particularly within major activity centres (refer to Clauses 21.04 and 21.05). Specifically, Clause 21.05 specifies that development opportunities for sites within activity centres seeking to exceed 5-6 storeys must demonstrate specific benefits, including heritage adaption/retention, upper level setbacks and design excellence (among other criteria).

These objectives are also supported by Clause 22.03 (Heritage Policy) that places an emphasis on ensuring that new development incorporates the retention of, restoration and adaption of existing heritage buildings and protection buildings of heritage significance from visual intrusion.

Clause 22.10 (Built Form and Design Policy) also applies given that part of the subject site is not within a heritage overlay. It identifies that new development should minimise off-site amenity impacts, enhance the public realm, be well-designed to minimise visual impacts to its surrounds, and is massed in a manner that is derived from its context in terms of height and setback, and any specified design overlays.

Design and Development Overlay Schedule 17 (DDO17) provides the most pertinent guidance for future built form, from an urban design perspective. It synthesizes planning policy in relation to built form and design for the Swan Street MAC. In particular, it provides specific guidance for future built form on the subject site. It:

- Locates the site within 'Precinct 3 – Swan Street East';
- Applies a discretionary maximum height limit of 24m;
- Applies a 'Type C' interface treatment along Swan Street requiring:
    - A preferred maximum street wall height of 11m or matching parapet height of a higher adjoining individual significant building;
    - A mandatory 0m street wall setback;
    - A mandatory minimum 5m upper level setback for individually significant heritage buildings;

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- A preferred minimum 5m upper level setback for non-heritage buildings, with any part of the building above street wall, designed to occupy no more than one-third viewing angle defined by the whole building in the view from a sightline of 1.7m (on opposite side of the street);

- Applies a Type 'F' interface treatment to Coppin Street (West) and Duke Street (East) which has:
  - A preferred minimum street wall height of 11m;
  - A preferred 5m upper level setback for individually significant buildings; and
  - Elsewhere, a preferred minimum 3m upper level setback
- Applies Type 'I' interface treatment along the northern boundary which specifies:
  - A preferred maximum 8m high wall on the common boundary; and
  - Upper levels setback as the building rises in accordance with Figure 2 (located at Page 20 of DDO17).
- Also discourages vehicle access from Swan Street with a preference to be located on either Duke Street or Coppin Street.

In summary, the Swan Street MAC is undergoing change in response to urban consolidation objectives. However, these must be considered alongside other objectives relating to heritage conservation and avoiding unreasonable amenity impacts. DDO17 synthesizes planning policy and provides the most appropriate guidance for future built form and design outcomes.

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4.0 ASSESSMENT

CHARACTER

Overall Height

The proposal reaches a maximum height of approximately 23.9m (measured to the top of the lift core), comprising 7-storeys.

The overall height the building complies with the requirements of DDO17.

Further, the proposal height falls within the range of approved 6-12 storeys within the surrounding area, which responds to the emerging character within this part of the Swan Street MAC, and contributes to the 'mid-rise' built form character, sought by DDO17.

Therefore, we consider the proposed overall height to be acceptable.

Street Wall – Overall Height

The proposal comprises of two distinct street walls – the existing 3-storey heritage building (approx. 13.6m measured to the top the existing parapet) and a new 4-storey street wall (approx. 14.3m measured to the top of the parapet of the new street wall).

The new 4-storey street wall exceeds the existing parapet of the heritage building by approximately 0.7m, which does not comply with DDO17. Further, the elevations show that it is proposed to restore the original parapet, above the existing heritage building as per a Lovell Chen report. If this was to be approved, then the new street wall would sit below the heritage building. In any event, the proposal has not been designed to align itself with the existing heritage building.

kinetica have not been provided with the referenced heritage advice that recommends restoring the original parapet. In any case, we are generally supportive of the height of the parapet of the new 4-storey street wall, given the limited difference in height between existing and new. This will contribute towards a consistent street wall presentation to Swan Street sought by the DDO.

Street Wall – Upper Level Setbacks

Above the proposed street wall (non-heritage), the Third Floor and Fourth Floor are setback 3m from the Swan Street boundary. The Fifth Floor is setback a further 2.78m from the edge of the floor below. The upper level setbacks of the Third Floor and Fourth Floor do not comply with the DDO17.

However, given the discretionary nature of this requirement, we have assessed the upper levels against the precinct objectives and requirements, and believe that they are appropriate given:

- The extent of visibility of the upper form, above the proposed street wall, occupies less than one-third of the vertical angle of the whole building, ensuring visual prominence of the street wall is retained;

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- The dominance of the heritage façade is retained in views from the east and west in the oblique; and
- The reduced upper level setback does not result in overshadowing to any part of the southern footpath of Swan Street between 10am – 2pm, as per DDO17.

Above the heritage building, the Third Floor is generally setback a minimum of 1.67m (increasing to 4.5m) from the southern boundary (Swan Street), and setback 5m from the eastern boundary (Coppin Street).

It is understood that building significance is confined to the Central Club Hotel building and excludes the removed single storey liquor shop.

Based on DLA's interpretation of Clause 2.2 'General Design Requirements' and the associated interface treatments (contained in Plan 5 of DDO17), we understand that minimum required upper level setbacks, above individually significant buildings, are mandatory and cannot be varied with a permit. We also acknowledge the definition of 'street wall' within DDO17.

It this context, it is unclear whether the Third Floor setback, above the heritage building, from Swan Street strictly complies with the requirements of DDO17. However, we assess the 1.7m setback to be appropriate from an urban design perspective, noting that this level will be largely hidden by the existing parapet and complies with the 'one-third' and 'two-third' rule, sought by DDO17.

The Third Floor setback from Coppin Street complies with the requirements of DDO17.

Upper Level Massing

Despite our assessment above, we assess that the upper levels of the proposal poorly address the corner and Coppin Street. In particular, we have significant concerns with the visual prominence of the lift core and the extent of unarticulated walls to Coppin Street at the upper levels.

We assess the overall massing should be simplified with revised materiality so that the upper levels are more visually recessive.

Some design solutions that could be explored to achieve this are as follows:

- To simplify the massing, the northern setback of the Fourth Floor should be increased to 8.77m to match the Fifth Floor;
- To ensure the 6th floor reads as a recessive cap and to comply with the requirements of the DDO, the northern setback of the Rooftop Terrace should be increased further; and
- To improve the composition of the building, the materiality of the Fourth and Fifth Floors should be revised to have a lighter appearance. This treatment should also be applied to the lift core, helping it to blend with the building, rather than

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accentuating it. For example, these two levels could be predominantly glazing cladded with a fine grain texture (such as perforated metal or mesh cladding).

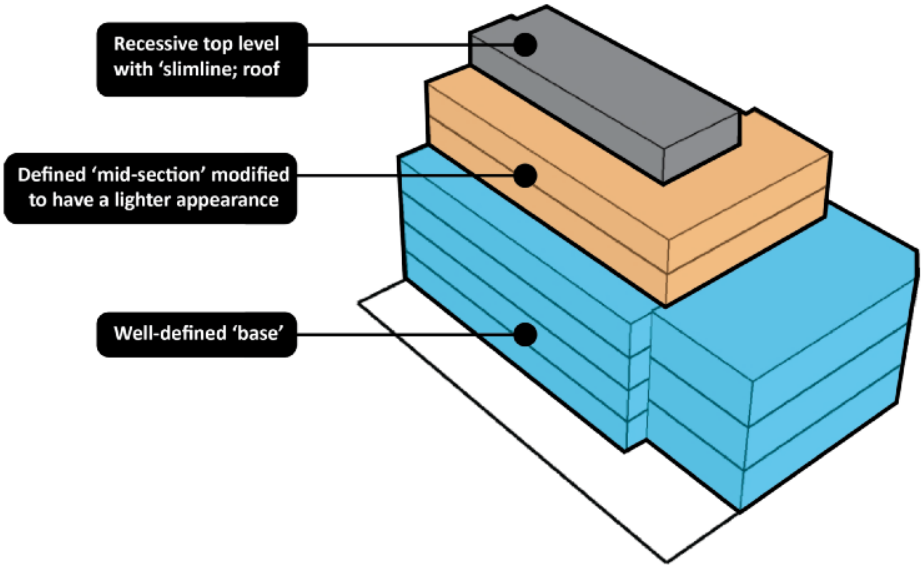




Examples of mesh cladding noting the use of the cladding over a predominantly glazed form

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These changes will result in a clearer massing composition comprising of a strong 'base', well-defined 2-storey mid-section and, with a recessive Roof Top level. This will also ensure that the upper levels are seen as subservient to the heritage building. The proposed revised materiality will also ensure the upper levels are more subservient to the heritage building, particularly the lift core, which will now blend into the building.



Revised overall massing concept

Design Detail

Generally speaking, the supplied renders of the proposed building appear to contradict the materials shown on the schedule. We recommend that the Applicant provides further 3D montages or photorealistic renders, which accurately depict the proposed building its context and the proposed materials to be used for the development.

Notwithstanding this, we assess that the choice of materiality and design detailing needs to be better resolved so that it achieves a better contemporary insertion into Swan Street.

We support the repainting of the heritage building to White (WT-RD1).

However, there aspects of the building which need to be reconsidered as follows:

- The decorative elements between the windows on the southern façade (street wall) should be deleted;
- The parapet/upstand should be simplified in design to avoid being perceived as a mock-heritage feature (street wall);

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- The windows along the southern façade should be revised to have deeper recessions to provide a stronger sense of 3-dimensionality (i.e. use of hoods or provided greater rebates between the façade and glass pane);
- As mentioned above, the materiality of the Third and Fourth levels should be reconsidered to use glazing cladded with a fine grain texture in a charcoal gray colour (or similar-refer to example on previous page). We note that this materiality will be carried around to the eastern wall, replacing the pre-cast concrete patterning, and consider this to be a more acceptable response to what is currently proposed; and
- The chosen materiality to the Third and Fourth level should be continued down the central 'recess' between the retained heritage building and the new insertion, on the southern elevation. This will ensure that the existing and proposed are clearly distinguished when seen from Swan Street.

AMENITY IMPACTS

Public Realm Amenity

It is an objective of DDO17 to support new development which maintains high quality pedestrian friendly environments to Swan Street, and to avoid overshadowing of Coppin Street and Swan Street.

At ground level, the streets are activated by clear glazing for two shops, an entry lobby and existing windows of the heritage building. Additionally, booster and utility cupboards are located to the rear and generally not visible from public areas. Above the street wall, apartments have been designed to orient towards Swan Street which further enhance passive surveillance of Swan Street.

The new street wall has a zero setback to Swan Street which complies with DDO17, will complement the on-boundary construction of the heritage building, respond to the character of this part of Swan Street and will clearly define the public and private realm.

The existing vehicle arrangements off Coppin Street are proposed to be retained and will be consistent with the preferred location of vehicle access locations (as per Plan 6 of DDO17).

Pedestrian amenity is also enhanced through the provision of a canopy along Swan Street, which is extended such that it is 0.75m offset from the kerb of street. There is no proposed canopy to the heritage building. However, we consider this to be appropriate in this instance, given the heritage status of the building and the Swan Street footpath will be still be covered, adjacent to the site.

The shadow diagrams provided also demonstrate compliance with the provisions of DDO17 to both Swan Street and Coppin Street, which will ensure an appropriate level of pedestrian amenity.

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Off-Site Amenity

There are various objectives within DDO17 which seek to minimise amenity impacts on residential properties adjoining the Swan Street MAC. Given that the subject site has an interface with residential properties to the north, consideration needs to be given to visual bulk and overlooking.

In terms of **visual bulk**, DDO17 specifies a 'Type I' treatment requiring development to be setback based on the height, above 8m (Refer to above and Figure 2 of DDO17 at Page 21). The development does not comply with this requirement, due to the bar and a roof associated with the Roof Top Terrace level.

In our view, the northern setback for the Roof Top Terrace should be increased to achieve compliance with DDO17. Our concerns are supported by 3D renders, which appear to be inconsistent with the elevations.

The 3D renders appear to show that the Roof Top Terrace roof is to be a 'heavyweight' masonry roof structure. This will add to unreasonable visual bulk impacts when viewed from the SPOS of the properties to the north.

We support the notion of a rooftop terrace level, however, the proposed layout for this level should be reconsidered to:

- Achieve a compliance with the requirements of 'Type I' interface under DDO17 given its proximity a more sensitive residential interface;
- Revise the roof of the Roof Top Terrace to utilise a more lightweight material; and
- Re-plan the bar area so as to minimise its visual presence when viewed from the SPOS of Coppin Street dwellings.

In terms of **overlooking**, there are several habitable windows within 9m of the SPOS of neighbouring dwellings at 213 and 215 Coppin Street and 86 and 88 Duke Street.

A number of windows on the First Floor, Second Floor have been screened to mitigate downward views into these areas via metal perforated blades, as shown on the detailed overlooking section (TP-500). This type of treatment is appropriate, as it maximises sunlight into habitable rooms, yet preclude downward views into the neighbouring SPOS.

However, there are still overlooking opportunities into the SPOS from the Third Floor[1] and Fourth Floor[2] in a downward direction. We recommend that the north facing habitable rooms windows is screened to preclude downward views through the use of the metal perforated blades.

We also note inconsistencies between the detailed overlooking section and the northern elevation in terms the extent of screening. For example, the detailed overlooking section suggests screening is applied on the Third Floor, which is not shown on the northern elevations.

[1] Rooms 301, 302, 303, 304 and 305
[2] Rooms 403, 404 and 405

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EQUITABLE DEVELOPMENT

It is an objective of DDO17 to respond to varying development opportunities within the Swan Street MAC.

The subject site has an interface with 301 Swan Street (east) and it is reasonable to expect that this site may redevelopment given that it shares a similar policy context to the subject site. Therefore, consideration should be given equitable development to this property.

The development responds by incorporating a blank wall along the east boundary for the full height of the building. This enables future development on 301 Swan Street to extend to the boundary too.

The proposal is set back between 0.58m and 0.66m from the common boundary at the Roof Top Terrace level. These setbacks are not concerning, given that future development on 301 Swan Street is likely to orient towards the north, east (Duke Street) or south (Swan Street).

The blank wall will be highly visible in the short-term until such time 301 Swan Street is redeveloped. It is recommended that the treatment of this wall be revised as per the above recommendations in relation to 'lighter' materiality.

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5.0 CONCLUSION

Overall, we believe is that the proposal is appropriate from an urban design perspective, subject to further changes to achieve compliance with the objectives and requirements of DDO17. We recommend:

- **The overall massing be simplified with the Fourth and Fifth floors revised in materiality (such as use of glazing with mesh cladding) so that will be subservient to the heritage building;**
- **Increase the northern setback of the Fourth Floor to become 8.77m to match the northern setback of the Fifth Floor, which will to contribute towards a well-defined 2-storey 'mid-section';**
- **Increase the northern setback of the Rooftop Terrace should be increased further to comply with the DDO requirements;**
- **Revising the roof of the Roof Top Terrace to be a lightweight material with slim appearance and replanning the bar area to minimise its visual presence;**
- **The decorative elements between the windows on the southern façade, on the proposed new street wall, be deleted;**
- **The design of the parapet/upstand be simplified;**
- **The windows along the southern façade are revised to have deeper recessions;**
- **The chosen materiality to the upper levels should be continued down the central 'recess';**
- **The Applicant to provide 3D montages or photorealistic renders that accurately depict the building and its associated materiality, in context; and**
- **Resolution of inconsistencies between plans, renders, section and elevations.**

Should Council have any questions or concerns, please do not hesitate to contact Julia Bell (juliab@kinetica.net.au) or Vincent Pham (vincentp@kinetica.net.au).

kinetica (formerly David Lock Associates)

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DAVID LOCK ASSOCIATES
TOWN PLANNING & URBAN DESIGN

291-295 Swan Street, Richmond

Urban Design Referral - YARRA

Date	7 November 2018
Council Reference	PLN18/0442
To	Nikolas Muhllechner- Principal Statutory Planner
From	David Lock Associates

INTRODUCTION

In October 2018, City of Yarra requested that David Lock Associates ('DLA') undertake an urban design assessment of a proposed development at 291-295 Swan Street, Richmond (the subject site).

The proposal seeks approval to construct a hotel and serviced apartment development consisting of the retained Central Club Hotel heritage building and a new 7 storey building (with a rooftop terrace and plant area forming the 7th storey) with 4 car spaces provided on site.

ASSESSMENT

This assessment analyses the urban design issues, outlines the existing and emerging character context of the area, and assesses the proposed design response.

1 Policy and Character Context

State, regional and local policy considerations, along with the location, make this site appropriate for a higher density commercial and hotel redevelopment for the following reasons:

- It is zoned Commercial 2
- It is in an identified Major Activity Centre (MAC) containing a range of services and facilities.
- It is located on Swan Street, which is a 20m wide significant east-west corridor, and on the junction with Coppin Street.
- It is well serviced by public transport, with Burnley Train Station approximately 450m to the south east and East Richmond Train Station approximately 480m to the south west, and is located on the Principal Public Transport Network providing regular tram services.

The existing Yarra Planning Policy Framework provides limited built form guidance specifically for Swan Street. In the absence of specific built form controls, Clause 21.05 sets an expectation of higher density development of 5-6 storeys in a location like Swan Street, and more if specific benefits can be achieved, as detailed in the appendix attached.

While the Swan Street Activity Centre - Built Form Framework and the proposed DDO17 control have been developed and adopted by Council, they are yet to be incorporated into the Yarra Planning Scheme. However, the AM C191 proposed DDO17 control is informed by sound urban design principles, which can be applied to the site to inform an acceptable building envelope.

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The built form character of Swan Street is changing from one of low-scaled 1-2 storey fine grain heritage shops alongside large commercial lots, to higher built form.

Recent development approvals in this section of Swan Street and further to the east around the Burnley Street intersection have a street wall of 3-5 storeys, with a 3-5m setback above the street wall, and range in height from 6 -12 storeys. The higher buildings are located on the southern side of Swan Street where the off-site amenity consequences to sensitive residential areas are limited and where they will have no shadowing consequence to Swan Street.

The Central Club Hotel, which occupies the eastern portion of the site, from a heritage perspective is "individually significant". This requires a considered design response in terms of the visual impact of new upper level additions and new development. Clause 22.02 provides details of development guidelines (setbacks, sightlines etc.) for sites subject to the heritage overlay, which seek to make new structures less apparent and not visually dominate or compromise the significance of the heritage building.

The policy, heritage and emerging character context can be summarised as seeking the following built form response for the site:

- Street wall which is similar to the retained heritage building (14.5m) ie: 4 storeys
- 3m-5m setback above the street wall to Swan and Coppin Street. This should also permit key view lines to the heritage place to remain uninterrupted.
- Taller structures designed and sited so that they do not visually dominate the heritage building.
- Building height which transitions down from a "potential" higher built form (30m - 7-10 Storey preferred height) on the southern side of Swan Street, to the 1-3 storey residential area to the north.
- Maintenance of solar access to the southern footpath of Swan Street.
- Equitable development considerations for the abutting site to the east at 301 Swan Street
- Reasonable visual bulk and overlooking amenity consideration for the residential properties to the north.

2 Design Response

The proposal reaches a height of 7 Storeys (23.2m) and includes the retention of most of the Central Club Hotel building. The new building continues the street wall (~14.5m) established by the hotel to form a 4 storey base. The demarcation between the new street wall and the heritage building is established by a change to the facade and floor levels along with a small inset. The upper levels are setbacks behind the street wall and comprise a 2 storey mid-form and 1 storey 'cap'. To the rear (north elevation) the proposal presents a shear 6 storey wall with a recessed 7th storey cap. The side (east elevation) is built shear to the boundary for all 7 storeys.

The following sections discuss the design response and provide some recommendations in terms of:

- Height and massing
- Design detail
- Public realm

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2.1 Height and massing

A building of 7 storeys could comfortably sit within the preferred and emerging context in this location and size of the site. At 7 storeys the building will provide a transition from the emerging taller buildings on the south side of Swan Street.

At a height of 7 storeys the levels above the 4 storey base of the building require a recessive, lightweight visually cohesive form. The proposed building at 7 storeys also needs to respond to any potential offsite amenity impacts such visual bulk to the streets and rear interfaces, equitable development and maintain adequate solar access to the southern footpath of Swan Street between 10am to 2pm of the September Equinox.

Our recommendations in relation to the design response for each interface are discussed below. The diagrams at pages 5 and 6 also indicatively illustrate the recommendations.

Southern Interface to Swan Street

At a height of 14.25m, the Swan Street **street wall** is an appropriate response. By continuing the existing street wall height, albeit with 4 storeys rather than 3 storeys, this creates a clear and continuous street wall to Swan Street. It also beneficially sets up the opportunity for the site to the east at 301 Swan Street to this this street wall condition.

The use of the regular vertically aligned rectangular windows creates a similar rhythm and reference to the heritage facade. The window pattern should be subtly grouped by introducing vertical elements such as 'pilasters' as found in the heritage building, to create a fine grain facade pattern that breaks up the length of the street wall.

Above the street wall the 2m setback of the **upper form** should be increased to at least 3m, preferably 5m, to make a clear distinction between the street wall and upper levels, increase the recessiveness of the upper form, and align with the preferred and emerging built form in Swan Street.

The upper levels present in a stepped profile when viewed from the public realm. The building should read as 4 storey base with a 3 storey upper form - preferably without a stepped form to be better expressed as a single form. The proposal will also need to maintain adequate solar access to the southern footpath of Swan Street between 10am to 2pm of the September Equinox. This may require a setback above the street wall greater than 5m.

This recommended form will serve to simplify the built form presentation within the Swan Street streetscape.

Western Interface to Coppin Street

The proposed **upper form** is well setback (10.4m) from the Coppin Street façade, ensuring it will be visually recessive and respectful of the of the existing Hotel heritage building.

There is capacity to decrease this setback slightly to create a more simplistic form without materially compromising the upper form's visual recession when viewed from the opposite side of Coppin Street.

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Eastern side interface to 301 Swan Street

The proposal provides no side boundary setbacks, except for an approximate 0.6m setback at the 7th storey from the eastern boundary interface with 301 Swan Street.

This will beneficially allow for 301 Swan Street to develop to its maximum potential by building to its common boundary at this interface. However, this also results in the potential extending a long wall of building with no breaks to the massing above the street wall to Swan Street and the rear, partially if 301 Swan Street redevelops.

It is recommended that a small setback of the **upper form** (above the 4 storey base) from the eastern boundary be established. This upper form setback will provide an opportunity for windows to be inserted along the eastern upper form elevation and and for the front elevation detailing to wrap around to the east elevation so that the building has a better presentation in the round, until the site to the east redevelops. If necessary, the lift and stair core areas could remain on the eastern boundary for the site at 301Swan Street to mirror.

It is also recommended that the Applicant be requested to demonstrate how the neighbouring site to the east might reasonably and equitably develop in the future in response to the proposal's eastern interface.

Northern rear interface to 215 Coppin Street and 88 Duke Street dwellings

The rear 6 storey north elevation is setback 5.7m from the common boundary to 215 Coppin Street and 88 Duke Street. The recessed 7th storey is further setback 3.2 m from the from levels below. The 6 storey high north elevation will cause unreasonable visual bulk when viewed from the rear POS areas of the 215 Coppin Street and 88 Duke Street dwellings.

The proposal should present a north elevation 4 storey **base form,** setback approximately 5.7m from the northern boundary. To break up the length of the north elevation the regular, vertically aligned, rectangular windows pattern should be subtly grouped by introducing vertical elements, similar to the recommendation for the Swan Street elevation. An additional setback of at least 3m should be applied to the 5-7 storeys above the base form to establish a visually recessive 3 storey **upper form**.

These recommendations will maintain and reinforce the base and upper form composition established at the other interfaces and reduce the visual bulk impacts of the proposal from the rear POS of the dwellings to the north.

In terms of **overlooking** to the residential secluded private open spaces, the narrow vertical windows and their framing elements will serve to confine the views direct to the north. The proposal has appropriately applied screening to the windows with the potential for direct views to rear residential secluded provide open space. However, the external horizontal louvered screening mechanism (TP-500) does not convincingly demonstrate how downward views to the rear POS areas of the townhouse to the north is mitigated. It is recommended that the Applicant further detailed how the screening works. For example, the screening blades could be applied within the hotel rooms to hold the viewer back from the window edge, which would also maintain cohesion to the simple facade detail externally.

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2.2 Design Detail

The proposal materials palette above the street wall utilises glazing angular solid banding and glazing at the 5th and 6th storey and a different materials to the 7th storey. This treatment is unnecessarily complicated and appears to draw attention to the upper form and compete with the visual richness of heritage facade and simple facade windows and materials detail in the 4 storey base form.

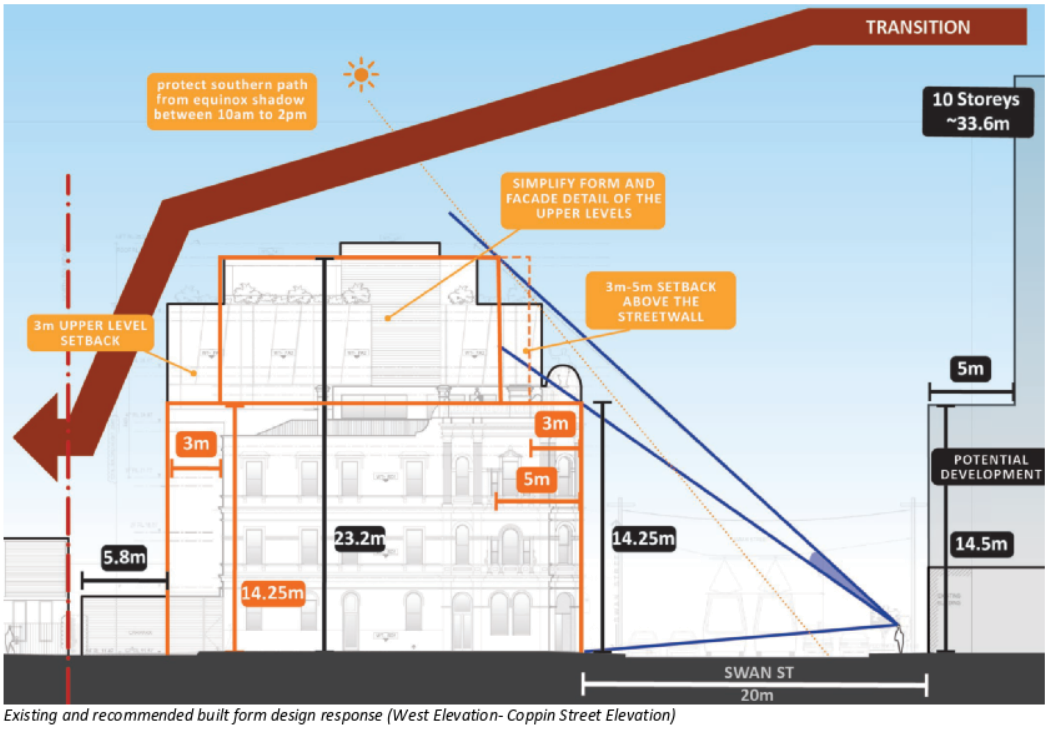
The material and finished detail of the upper form should be revisited and simplified to create a visually cohesive top form while still maintaining a distinction between the base and the upper form as to appear recessive.

The roller door entry on Coppin Street, could be better incorporated into the ground level façade design.

2.3 Public Realm

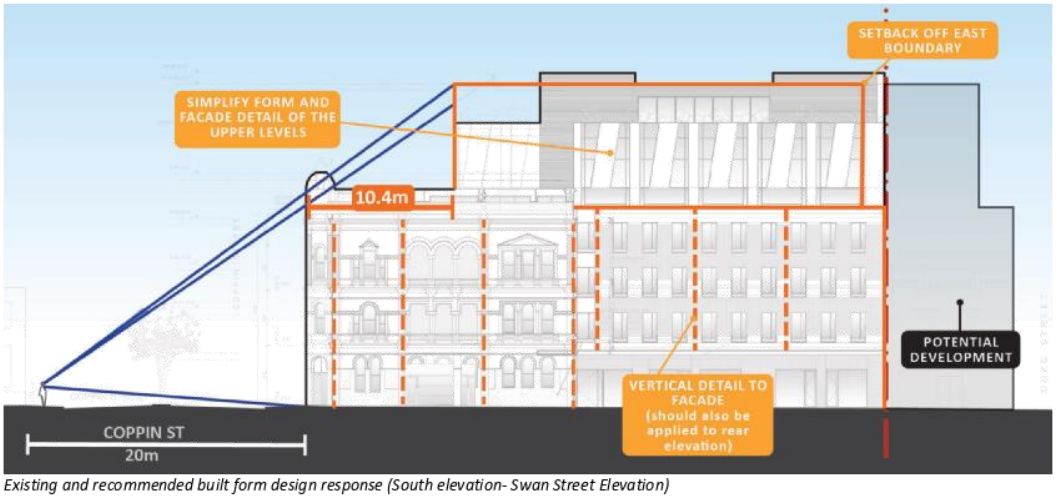
The proposal provides appropriate levels of activation at the ground level and surveillance to the public realm along Swan and Coppin Streets.

The proposal should include detail on how the eastern ROW access is to be closed and finished. The weather canopy should be extended to the full length of the Swan and Coppin Streets to provide continuous weather protection to Swan Street, subject to heritage considerations.

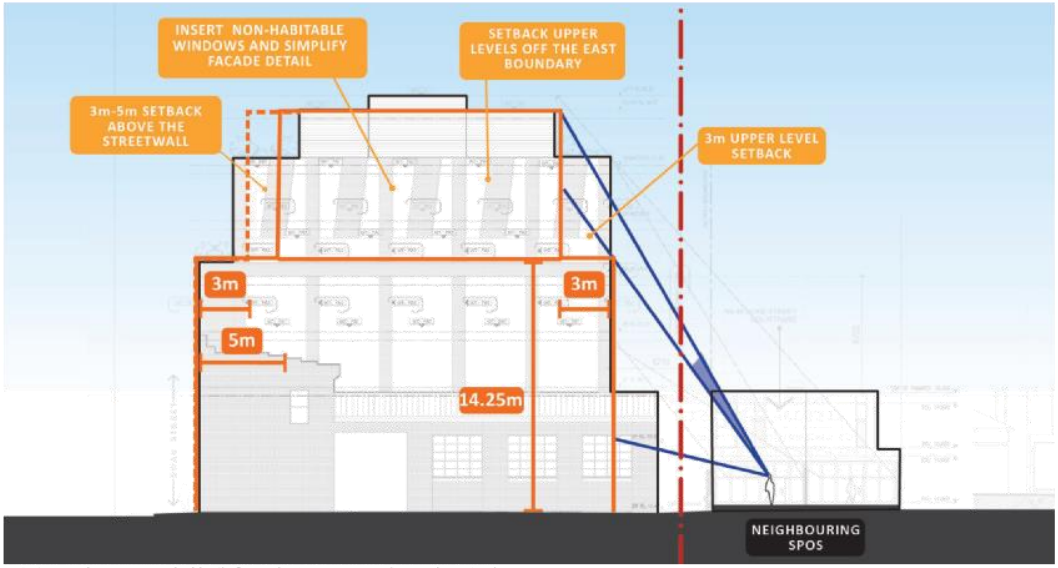


Existing and recommended built form design response (West Elevation- Coppin Street Elevation)

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Existing and recommended built form design response (South elevation- Swan Street Elevation)



Existing and recommended built form design response (East Elevation)

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SUMMARY

In summary, the overall height at 7 storeys (approximately 23.4m) is considered appropriate.

However, it is recommended that the proposal be amended as follows:

- **Increase the setback of the upper levels above the Swan Street street wall to at least 3m, preferably 5m.**
- **Establish a cohesive 3 storey upper level form - The proposal should maintain reasonable solar access to the southern footpath of Swan Street between 10am to 2pm of the September Equinox.**
- **Provide an additional rear setback above the 4 storey base of at least 3m.**
- **Provide an eastern side above the 4 storey base and encourage the front facade to wrap around to the east elevation so that the building has a better presentation in the round.**
- **Simplify the upper form design detail.**
- **Integrate the roller door entry on Coppin Street into the facade design.**
- **Provide design detail in relation to the eastern ROW access closure.**
- **Provide a weather canopy for the full length of the proposal's Swan and Coppin Street frontages, subject to heritage considerations. The height of the canopy should be no more than 3.6m above the footpath NGL, and should extend to 750mm from the kerb.**

These built form recommendations should be considered alongside heritage advice about potential consequences to the retained heritage building.

Please do not hesitate to contact Susan Mitchell on (03) 9682 8568 or at susanm@dlaaust.com should you wish to discuss any aspect of this advice.

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APPENDIX

This referral is based on the following considerations:

Existing Use	4 storey Central Club Hotel and drive through bottle shop, with vehicle access from Coppin and Swan Streets as well as a carriageway easement to Duke Street
Site Area	1,246.7sqm (consolidation of 2 lots)- irregular shape 41m frontage to Swan Street 29.5m frontage to Coppin Street
Interfaces	**North:** 4 x 2 storey townhouses fronting 213 & 215 Coppin Street and 86 & 88 Duke Street. **East:** 301 Swan Street – 2 storey commercial building with rear interface to the R.O.W to the north with a mid-site vehicle access crossover from Duke Street. On the opposite side of Duke Street is the Swan Street Drill Hall at 309 Swan Street (HO440- individually significant) **West:** Coppin Street and then a row of single storey commercial buildings fronting Swan Street with rear access from a lane **South:** Swan Street (RDZ1) – with sites opposite commercial in use with 1 or 2 storey buildings and a recent 7 storey development at 320 Swan Street
Proximities	The site is within the Swan Street East precinct • Burnley / East Richmond railway station: 450-480m • Tram route 70 along Swan St • Range of nearby facilities and services
Zone	Commercial 2 Zone (C2Z) – which continues to east - - where residential use is prohibited - C1Z to the west - GRZ1 to the north (rear)
Overlay	Design Development Overlay (DDO)- Schedule 5 (DDO5) City Link exhaust stack environs- which has limited urban design consequence for the proposal HO285 'Former Central Club Hotel' control covers the western half of the site.
Other Policy Considerations	**Clause 21.04 - Land Use** supports increased commercial and office use in appropriate areas and seeks consideration of amenity of adjacent sensitive uses. **Clause 21.05 - Built Form -** 21.05-3 Urban Design (Strategy 17.2) Development 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as: - Significant upper level setbacks - Architectural design excellence - Best practice environmental sustainability objectives in design and construction - Positive contribution to the enhancement of the public domain

Attachment 6 - PLN18/0442 - 291-295 Swan Street Richmond - External Urban Design comments on original plans

	Clause 21.07 – Environmental Sustainability - Encourages new development to incorporate ESD measures **Clause 22.02 Development Guidelines for Sites Subject to the Heritage Overlay** encourages the preservation, maintenance, restoration of significant heritage places and that additions and new works to a heritage place respect the significance of the place. **Clause 22.10 'Built form and design policy'** provides direction in relation to the height of new development abutting land in a Heritage Overlay.
Strategic documents	Neither of the documents below have been incorporated into the Yarra Planning Scheme but have been adopted by Council. **Amendment C191- Swan Street Activity Centre – Built Form Framework Draft Report - September 2017 (Tract) & Proposed DDO17** Precinct 3 – Swan Street East In an area of "higher change responding to existing character" • 7 storey (24m) mandatory height • 3 storey (11m) street wall to Swan and Coppin Streets • 5m setback above Swan (type C) with no more than 1/3 of the total building visible above the street wall upper levels and 5m above the Coppin (type F) Street heritage street wall and above heritage buildings. • 8m rear boundary wall -setback (type I) and setback above in accordance with Fig 1 &2 • No shadow with 4m of opposite side of Swan St and Burley between 10am - 2pm • Needs to acknowledge the heritage interfaces- table 5 applies because contains HO285 **Swan Street Structure Plan 2014** • The vision for Swan Street is 'The Swan Street Activity Centre is home to a rich mix of activities providing choice and diversity in living, working, playing and learning.' Precinct 3 – Swan Street East • height limited to 13m (4 storeys) • Opposite to the site (south- east) is a further investigation area with a height limit of 30m (7-10 storeys)
Documents Reviewed	• The relevant provisions of the Yarra Planning Scheme • The architectural plans prepared by David Elderman Architects (REVISED dated 24 August 2018) • The Town Planning and Urban Context Report (June 2018) by Contour Consultants • Heritage Impact Statement (May 2018) Lovell Chen • Approved developments near the subject site • Other advice previously prepared by DLA in relation to development proposals along Swan Street.

Attachment 7 - PLN18/0442 - 291-295 Swan Street, Richmond - Heritage Advice on Decision Plans

City of Yarra

Heritage Advice – Section S57A Amendment

Application No.: PLN18/0442

Address of Property: 291-295 Swan Street, Richmond

Planner: Lara Fiscalini

I have commented previously on various aspects of earlier and/or amended proposals for this site. (PL08/0746, PL09/0831) and a previous iteration of this application (20 December. 2018, 20 January, 2020). This advice is intended to be read in conjunction with the December 2018 and January, 2020 advice.

Yarra Planning Scheme References: Clauses 43.01, 22.02 and 22.10.

Heritage Overlay No. : HO 285 **Individual inclusions:** Former Central Club Hotel:

External paint controls apply to the heritage building.

Level of significance:

The hotel building is notable for its aesthetic qualities and as a local landmark.

Proposal:

This advice addresses the following changes to the plans submitted to Council on 15 October 2019:

- Set back Level 3 by 5m behind heritage parapet to Swan Street.

  The setback along Swan Street of 5 metres behind part of the hotel building and accommodating a terrace is an improvement. It allows the reconstructed hotel parapet to be silhouetted against the sky.

  I noted that previous montages showed the reconstructed parapet on the hotel but subsequent montages did not and I queried whether this was a change in the scope of work or simply a drawing error. The parapet, pediment and statue have re-appeared on these drawings so I assume that the scope of work has not changed in this regard and that it is still the intention to reconstruct and/or restore them.

- Consequential internal rearrangement of Suite 311, including removal of northern balcony (no change to building envelope).

  Not a heritage consideration.

- Raise parapet height of eastern part of Swan Street façade (ie. new element) to align with existing heritage parapet.

  I did not recommend raising the parapet on the new building so I am not sure what the motivation for this is – to match the balustrade at the 3rd level or to maintain the proportions of the banding which now aligns with decorative elements on the hotel building? The increased height matches the top of the hotel parapet and as a consequence somewhat diminishes the visual height and strength of the hotel parapet. The height should be the same as previously unless there is a compelling need for

increased height such as might be required to align the banding of the new façade with that of the hotel. If that is the case then this is acceptable.

- Revisions to Level 6 glazing within southern façade.

  The nature of the revision is not noted but from TP-200 and montage Dwg. 7, the glazing appears acceptable.

- Updates to architectural detailing, fenestration, window positioning and materiality as detailed in enclosed design material prepared by Spatial Environs.

  This appears to be acceptable. It is much more subdued than previously and allows the hotel to be a visually strong element.

- Provide acoustic glazing to rooftop terrace space.

  This appears to be the grey glazed screen to the gymnasium. It is acceptable and is unlikely to be visible from the public domain but if so visibility will be minimal.

- Update rooftop canopy profile to include chamfered edge as per design package.

  From TP-200 and montage Dwg. 7, the tapered edge appears acceptable.

- Provide stall boards to eastern retail tenancies fronting Swan Street.

  Stallboards have been included in these drawings.

- Introduction of skylights to rooftop

  This is acceptable.

In passing I note that the new built form is less dominant and more recessive than in previous iterations. The setback from Coppin Street of 10.595 meters and 16.67 metres keeps the higher elements more to the east and away from the Swan and Coppin Street corner and its pediment and the more subdued design and colour palette and elimination of the more strident aspects of previous iterations have worked to reduce the visual impact of height which is now less of an issue. The hotel building and the new wing distinctly read as separate elements in views from the north along Coppin Street and in perspective views from opposite and from the west in Swan Street. While there is some visual impact on the landmark status of the hotel it has been sufficiently mitigated by design changes and it is now acceptable.

Recommendation / Comments:

Approved.

Signed:



Robyn Riddett
Director – Anthemion Consultancies

Date: 17 July, 2020, 20 July, 2020

Attachment 8 - PLN18/0442 - 291-295 Swan Street, Richmond - Heritage Advice on first set of amended plans

City of Yarra

Heritage Advice – Amended Design

Application No.: PLN18/0442

Address of Property: 291-295 Swan Street, Richmond

Planner: Lara Fiscalini

I have commented previously on various aspects of earlier and/or amended proposals for this site. (PL08/0746, PL09/0831) and a previous iteration of this application (20 December. 2018). This advice is intended to be read in conjunction with the December 2018 advice and therefore not everything in that advice is repeated here even though it remains pertinent.

Yarra Planning Scheme References: Clauses 43.01, 22.02 and 22.10.

Heritage Overlay No. : HO 285 **Individual inclusions:** Former Central Club Hotel:

External paint controls apply to the heritage building.

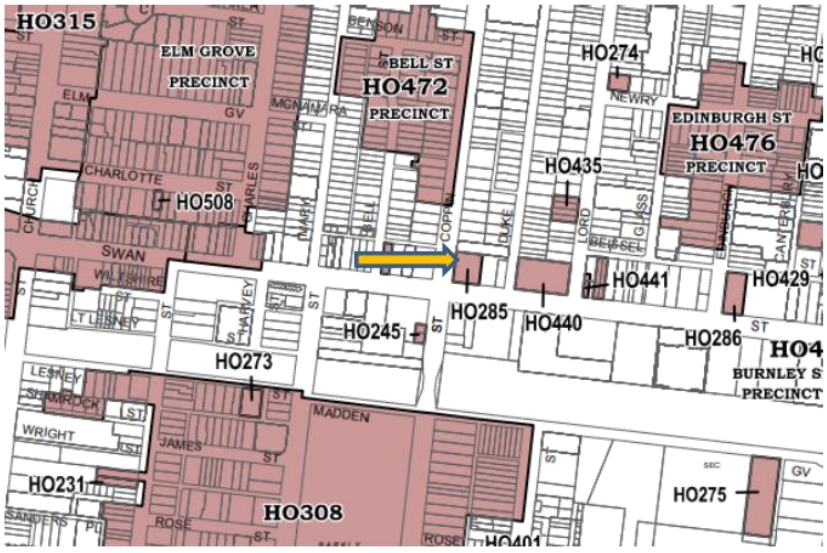


Figure 1 *Heritage Overlay Map showing the location of the Former Central Club Hotel. There are no abutting places in the Heritage Overlay but there is the nearby Former Swan Street Drill Hall (HO 440) in Swan Street.*

The eastern boundary of the heritage curtilage aligns with the rear boundaries of sites to the north which is further to the east than the east wall of the hotel building. This needs clarification.

Attachment 8 - PLN18/0442 - 291-295 Swan Street, Richmond - Heritage Advice on first set of amended plans



Figure 2 *A comparison of the site with the Heritage Overlay Map indicates that part of the non-heritage buildings appear to be included in the Heritage Overlay curtilage i.e. the area to the left of the yellow line is included in the HO as per the map.*

Level of significance:

The hotel building is notable for its aesthetic qualities and as a local landmark.

Proposal:

This advice mainly addresses the montages of the levels above 4 storeys (Ground, First, Second, Third levels) but also some recommendations which do not appear to have been responded to appropriately.

Drawing Numbers:

Montages of the previous proposal and the current proposal prepared by David Edelman Architects.

Assessment of Proposed Works

Proposed works

Demolition

I previously noted that approximately 80% of the heritage building would be retained and considered that demolition as proposed is acceptable. I am not aware of any proposed changes to this.

Built form (height/setbacks)

My previous advice has variously commented on the iterations of the design.

A zero setback to Swan Street is proposed at the Ground to Third floors is acceptable.

The levels above Level three will be set back. I commented previously that the setback dimensions are "not shown but assumed to be approximately 1 – 1.5 metres. This setback does little to make the upper levels visually recessive". This is still the case.

Attachment 8 - PLN18/0442 - 291-295 Swan Street, Richmond - Heritage Advice on first set of amended plans

South elevation (Swan Street)

There are still shopfronts at the Ground level which are acceptable. Refer below re stallboards.

The three levels above the shops which corresponded with the two upper-levels of hotel building are acceptable. The design has changed from a series of evenly-spaced vertically-oriented, rectangular, sliding metal-framed windows with express hoods (shrouds) to a flatter and blander arrangement which is an improvement and is more respectful of the pattern, rhythm, spatial characteristics, fenestration and heritage character of the historic streetscape and the hotel.

The setback of the Fourth and Fifth levels is somewhat more visually recessive in combination with the design which delineates the internal levels via fenestration – previously a single design unrelated to the hotel aesthetic was intrusive, dominant and overwhelming and was not visually recessive. The current design is more acceptable but could possibly be taken further in this direction i.e. reducing its visual prominence. Deletion of one level would also assist in this.

The top level (Level 6) comprises a windowless orange box – previously it was grey. The orange draws attention unnecessarily – preferably it should be deleted or at the very least changed to a lighter tone of the levels below.

I note that the previous montages showed the reconstructed parapet on the hotel but the current montages do not show any parapet. Is this a change or has it just been left off? I commented previously that the "parapet has historically been the highest element in this part of the streetscape". This comment remains relevant and the parapet, pediment and statue must be reconstructed accurately as per *Burra Charter* principles i.e. in masonry and not polystyrene or a similar non-original material.

East Elevation

The design of the upper levels (Fourth and Fifth) is now a series of rows of strips of bichromatic wavy rectangles. While less dominant and an improvement on the previous design it is still visually intrusive. The treatment of these levels on the west elevation appears more acceptable in the montages and possibly could be emulated here.

Appreciating that windows cannot be installed in a side boundary wall, a design which echoes the façade of these levels would at least unify the design and reduce visual dominance. This elevation needs a review.

Comments regarding the orange box made above are applicable here. Preferably delete it.

North elevation

The design of the Fourth, Fifth and Sixth floors is a great improvement on the previous design. It is simple, attractive, and plain and relies upon proportion and plain glazing for its presentation rather than a bold design as previously. It is acceptable although the height in proportion to the hotel is somewhat overwhelming and preferably one level (Four or Five) should be deleted. This is applicable overall. Counter to the acceptability of the remainder of the design, the orange box stands out and should be deleted or the same colour as the remainder of these levels.

Recommendation / Comments:

Not approved but I note improvements.

The strongest element should be the hotel.

Attachment 8 - PLN18/0442 - 291-295 Swan Street, Richmond - Heritage Advice on first set of amended plans

Preferably one level (Four or Five) should be deleted so that the height and proportion of the new built form does not overwhelm the hotel.

The orange box should be deleted or at the very least changed to the same colours as the abutting new fabric i.e. a light grey.

Reconsider the east elevation of Levels Four, Five and Six.

Clarify if the reconstruction of the hotel parapet, pediment and statue t is still part of the project. Approval overall should be contingent on, *inter a*lia, these elements being reconstructed in masonry and in accord with *Burra Charter* principles.

Conservation works referred to previously and contained in a report by Lovell Chen should still be part of this application – I am not sure if there have been any changes. As advised previously there should be a permit condition which first requires that a comprehensive schedule of conservation works, including the reconstruction of the parapet and, pediment and statue of "Hospitality" is prepared by a suitably qualified conservation consultant or architect and to the satisfaction of the Responsible Authority. Secondly the condition should require that these works are undertaken as part of the redevelopment proposal.

My previous advice was to include stallboards (plinths) under the shopfront glazing. The shopfronts appear to still be fully-glazed.

If not done already, clarify exactly where the eastern boundary of the heritage curtilage is i.e. the east wall of the hotel or further east as indicated on the Heritage Overlay map.

My previous advice was to reinstate the façade to the smokers' area in the Swan Street façade. The revised montages appear to be the same as previously in this regard. A smokers' area should be accommodated elsewhere.

Signed:



Robyn Riddett
Director – Anthemion Consultancies

Date: 20 January, 2020

Attachment 9 - PLN18/0442 - 291-295 Swan Street Richmond - Heritage comments on original plans

City of Yarra

Heritage Advice

Application No.: PLN18/0442

Address of Property: 291-295 Swan Street, Richmond

Planner: Nikolas Muhllechner

I have commented previously on various aspects of previous and/or amended proposals for this site. (PL08/0746, PL09/0831). A search of Council files did not clarify which drawings were commented upon at a particular time although drawings on file have been referenced in relation to this advice.

Yarra Planning Scheme References: Clauses 43.01, 22.02 and 22.10.

Heritage Overlay No. : HO 285 **Individual inclusions:** Former Central Club Hotel:

External paint controls apply to the heritage building.

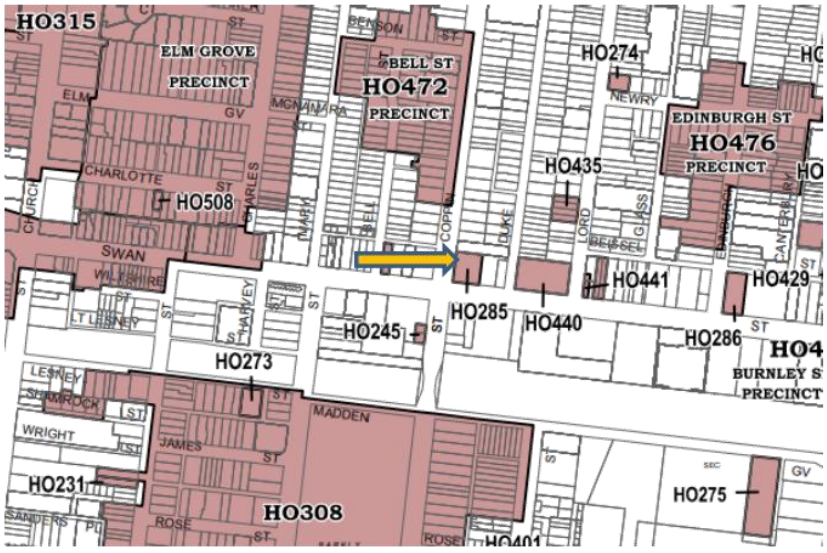


Figure 1 *Heritage Overlay Map showing the location of the Former Central Club Hotel. There are no abutting places in the Heritage Overlay but there is the nearby Former Swan Street Drill Hall (HO 440) in Swan Street.*

The eastern boundary of the heritage curtilage aligns with the rear boundaries of sites to the north which is further to the east than the east wall of the hotel building. This needs clarification.

Attachment 9 - PLN18/0442 - 291-295 Swan Street Richmond - Heritage comments on original plans



Figure 2 *A comparison of the site with the Heritage Overlay Map indicates that part of the non-heritage buildings appear to be included in the Heritage Overlay curtilage i.e. the area to the left of the yellow line is included in the HO as per the map.*

Level of significance:

The hotel building is notable for its aesthetic qualities and as a local landmark. The *Victorian Heritage Database* citation for the building reads:

> **Statement of Significance**
>
> Last updated on - January 1, 2008
>
> The following wording is from the Allom and Lovell Building Citation, 1998 for the property. Please note that this is a "Building Citation", not a "Statement of Significance". For further information refer to the Building Citation held by the City of Yarra.
>
> **History:**
>
> The hotel on the north-west corner of Swan and Coppin Streets was originally known as the Family Hotel. In 1887, Laurence Cremean ran a timber yard and an ironmongery to the east of the site of the hotel. Rate Books for 1887 show Laurence Cremean as the owner of vacant land measuring 99' and valued at â‚¤38 [sic. £38?]. By the following year, Cremean is shown as the owner and occupier of a 44 room brick hotel, valued at â‚¤250 [sic. £250?]. The owner of the building in 1889 was A Poland (also spelt Polland and Pollard), and in 1890, Thomas Gaynor. By 1900, the building was known as the Cremean Family Hotel, with the occupier Mrs M Cotter. By 1940, the building was known as the Central Club Hotel; this remained is name until the mid-1990s.
>
> The Cremeans were a prominent Catholic family in Richmond. Several members were heavily involved in politics, first with the ALP, then with the DLP after the 1955 party split. H M (Bert) Cremean was Mayor of Richmond in 1928-29.
>
> **Description:**
>
> The former Central Club Hotel is a rendered masonry three-storey building situated on the corner of Swan and Coppin Streets, designed in an ornate Italianate Boom style. The corner is angled, with the entrance to the hotel at ground floor. The facades are articulated by rendered pilasters and moulded string courses at each level. Pilasters at

Attachment 9 - PLN18/0442 - 291-295 Swan Street Richmond - Heritage comments on original plans

second floor level are fluted and have Corinthian capitals. The Swan Street facade is divided into three bays: the central bay on the upper two levels have recessed loggias with rectangular and semi-circular arched openings and coupled cast iron columns. The two outer bays have double-hung sash windows arranged in groups of two and three, variously enriched with moulded archivolts, pilasters, acroteria, foliated banding and corbelled pediments. The upper entablature is the most ornate, featuring rosettes above each pilaster and a modillioned cornice. This ornate decorative treatment continues around the corner into Coppin Street where the facade is divided into two unequal bays. The northern section adjoining this is plainer, having no entablature or pilasters. Windows have moulded architraves; those on the upper two levels are crowned with acroteria.

The render work has been painted.

Significance:

The former Central Club Hotel is of local architectural significance. The hotel is a good example of the late 19th century Italianate Boom style, notable for its lively asymmetrical facade composition and florid Victorian Mannerist cement rendered decoration. The three-storey building is a significant local landmark in Swan Street. Its association with the locally prominent Crimean family and their involvement in Catholic politics is of local historical interest. [Emphasis added.]

Heritage Study/Consultant	Yarra - Richmond Conservation Study, John & Thurley O'Connor, Ros Coleman & Heather Wright, 1985; Yarra - City of Yarra Heritage Review, Allom Lovell & Associates, 1998; Yarra - City of Yarra Review of Heritage Overlay Areas, Graeme Butler & Associates, 2007;
Construction dates	1888,
Other Names	Cremean Family Hotel,
Hermes Number	103086
Property Number	

Physical Description 1

The former Central Club Hotel is a rendered masonry three-storey building situated on the corner of Swan and Coppin Streets, designed in an ornate Italianate Boom style. The corner is angled, with the entrance to the hotel at ground floor. The facades are articulated by rendered pilasters and moulded string courses at each level. Pilasters at second floor level are fluted and have Corinthian capitals. The Swan Street faÃ¾ade [sic.] is divided into three bays: the central bay on the upper two levels have recessed loggias with rectangular and semi-circular arched openings and coupled cast iron columns. The two outer bays have double-hung sash windows arranged in groups of two and three, variously enriched with moulded archivolts, pilasters, acroteria, foliated banding and corbelled pediments. The upper entablature is the most ornate, featuring rosettes above each pilaster and a modillioned cornice. This ornate decorative treatment continues around the corner into Coppin Street where the facade is divided into two unequal bays. The northern section adjoining this is plainer, having no entablature or pilasters. Windows have moulded architraves; those on the upper two levels are crowned with acroteria.

The render work has been painted.

Integrity not assessed

Attachment 9 - PLN18/0442 - 291-295 Swan Street Richmond - Heritage comments on original plans

Proposal:

It is proposed to retain the existing east wall, now enclosed by the function room, at the Ground floor level but to demolish the north-east corner of the hotel building at the First and Second floors; demolition of other internal walls and elements; demolition of all of the roof of the eastern wing, including four chimneys and demolition of the middle of the eastern portion of the roof of the west wing, demolition of the external fire escape stair and adjacent rear toilets, function room, bottle shop and driveway and construction of a six storey apartment building to the east of the hotel building, including extending into part of the hotel building to create residential accommodation (studios, rooms and suites). Redevelopment of the Ground floor of the hotel building as a food and drinks premises and creation of a rooftop terrace/bar, minor alterations to the rear of the existing retained portion.

This proposal is generally similar to a previous proposal i.e. adaptation of the hotel to residential accommodation and construction of a six storey building adjacent.

Drawing Numbers:

50 pages of architectural drawings and perspectives, prepared by David Edelman Architects and with council date stamp 26 Sep 2018.

Heritage Impact Statement prepared by Lovell Chen, dated May 2018 and with Council date stamp 25 Jun 2018.

Assessment of Proposed Works

Proposed works

Demolition

In relation to demolition, the following policies apply:

> Generally encourage the retention of a building in a heritage place, unless
>
> - The building is identified as being not contributory.
>
> Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.
>
> Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:
>
> - That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).
>
> - For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.

There are no internal controls so demolition of the interior as proposed is permitted. As the following are not contributory and/or are not covered by a Heritage Overlay, demolition of these elements is acceptable: function room, bottle shop and associated elements, driveway, fire escape stair and adjacent rear toilets.

Attachment 9 - PLN18/0442 - 291-295 Swan Street Richmond - Heritage comments on original plans

The north-east elevation is visible from Swan Street (Figure 4) and forms an integral part of the Individually significant building and remains in its original state, at least above the Ground floor level. It does provide historical and physical evidence to the accommodation provided by the hotel.

Consideration of demolition is not dependent on whether or not an element is visible.

I previously noted that approximately 80% of the heritage building would be retained and considered that demolition as proposed is acceptable. The reasons for this are: any new building of several storeys (four storeys are envisaged by the Swan Street Structure Plan) on the east part of the site which is not covered by a Heritage Overlay would be at close proximity (assuming built to the side boundaries) and would be expected to obscure the view of the eastern elevation and reduce the internal functionality of rooms in this part of the hotel building which is an adverse outcome. However, it is good conservation practice to find viable futures and uses for heritage buildings and a separate development on this part of the site is likely to have fewer or no benefits to the future viable use of the historic hotel building, whereas an integrated development as proposed potentially offers greater and lasting benefits. Last, the use proposed continues the original function of the hotel i.e. food and beverage and accommodation.

Built form (height/setbacks)

My previous advice has variously commented on the iterations of the design.

A zero setback to Swan Street is proposed at the Ground to Third floors which is acceptable. The Fourth and Fifth floors will be set back – dimension not shown but assumed to be approximately 1 – 1.5 metres. This setback does little to make the upper levels visually recessive. Further, it is proposed to contain plants. If there is no mechanism in the Planning Scheme, or by another process such as an Incorporated Landscape Plan, which ensures that they are maintained, they should be deleted. While this part of Swan Street is not in the Heritage Precinct, the citation for HO 335 is relevantly *informative* as to the importance of the Swan Street streetscape *viz.:*

> The Swan Street Heritage Overlay Area, Richmond is significant:
>
> - As one of the two major early commercial thoroughfares in the former City of Richmond, with a good collection of well-preserved, mainly Victorian and Edwardian commercial buildings, containing a mixture of shops, hotels and other commercial buildings, many of which are substantially intact at first floor level, with a number of historic shopfronts at ground floor, including those dating from the interwar period;
> - For the landmark or individually significant buildings from all eras including early hotels, from the gold rush era, and famous retail stores such as Maples, Dimmey's and Ball and Company, many with architecturally significant upper facades; and
> - As a good illustration of commercial architectural styles in the City, from the late 1850s to the inter-war period. [Emphasis added.]

It is noted that the street entrance abutting the retained east wall of the hotel will enable some view of the wall which is presently obscured by the function room. This is an improvement compared with existing conditions however, the proposed treatment of the exposed hotel wall needs to be provided e.g. is it to be depainted brickwork?

Attachment 9 - PLN18/0442 - 291-295 Swan Street Richmond - Heritage comments on original plans

From the First floor and above, a rebate of 500 mm depth is proposed in the south elevation between the hotel and the new building to allow the mouldings of the south-eastern corner of the hotel to be retained. This is appropriate.

The roof terrace will have a setback on the south, north and part of the west side. The perspectives suggest that it will not be visible from the west but this should be confirmed. Again, and for the same reasons as above, if the plants along the south side cannot be maintained they should be deleted or set back so that they are not visible from Swan Street.

Advice provided previously included, *viz.:*

> The building has been identified as a significant local landmark in Swan St. Therefore any proposed new built form should be polite and respectful. The top level results in a building which will be out of proportion to, and visually higher than, the hotel in views from the north (along Coppin St) where the retained portion is quite visible. From this angle it will also crowd the hotel at the upper level. In views along Swan St., particularly from opposite and as one approaches from the east, the upper level contrasts awkwardly with the new portion below ... This is unfortunate given the façade treatment which is appropriate at least insofar as articulation and proportion is concerned. [Emphasis added.]

The façade design has now changed from a previous design wherein there were shopfronts at the Ground level and two levels above which corresponded with the three-level hotel building. The floorplates, and roofline of the Second floor, aligned acceptably with the string courses of the hotel. The roof of the Third floor (Fourth level)was just above the height of the retained chimneys and was acceptable. The top level was bland and set back and was somewhat recessive in appearance. There was nothing visible above the hotel in the south elevation and chimneys were present. The façade which corresponded with the hotel was also articulated into three vertical sections which corresponded with the three sections of the hotel façade, and was further articulated to respond appropriately to the solid to void of the hotel façade.

The Swan Street façade proposed now contains shopfronts with deep solid spandrels above the glazing, three levels between the shopfronts and the proposed reconstructed hotel parapet (as compared with two previously) without any, or with vague (top of Second floor windows and Third floor window sills) alignments with the hotel stringcourses and detailing, and a flat surface punctuated by rows of vertically-oriented rectangular sliding metal-framed glazing with what appear to be shallow projecting hoods (shrouds). Whatever was acceptable in the previous proposal has now been replaced by a bland, unattractive and unrelated façade design which is not respectful of the hotel which is of Individual architectural significance and is a local landmark. It does not respect the pattern, rhythm, spatial characteristics, fenestration and heritage character of the historic streetscape or the hotel.

The setbacks of the Fourth and Fifth floor do not result in any visual recession of these levels which are top heavy and overbearing, and the façade treatment of the Fourth and Fifth floors (angled terracotta fins) is also unrelated to the hotel aesthetic and is intrusive, dominant and overwhelming and is also not visually recessive. A more architecturally quiet and polite surface treatment is required.

Where the hotel is presently a dominant element in the streetscape and its parapet has historically been the highest element in this part of the streetscape, this aspect will be completely overwhelmed by the new built form, particularly the boxy top. What is effectively proposed is a seven level building which includes six levels and a rooftop terrace level and associated built form (walls) plus plant above and with the upper levels being highly visible from

Attachment 9 - PLN18/0442 - 291-295 Swan Street Richmond - Heritage comments on original plans

all vantage points. The dominance and landmark qualities of the hotel will be adversely impacted upon.

The sightline from Swan Street is inaccurate and irrelevant and that from Coppin Street does not appear to be in accord with the perspectives.

There is insufficeient compliance with the Heritage Policy at Clause 22.02-5.7 New Development, Alterations or Additions 22.02-5.7.1.

In relation to Cl. 22.10-3.3 Setbacks & Building Height, the Design Guidelines state:

> The height of new development abutting land in a Heritage Overlay should:
>
> - Adopt a façade height to the street frontage which is no higher than the adjacent building within the Heritage Overlay;
> - Design and site taller structures so that they do not visually dominate surrounding heritage places; and
> - Match the floor levels of the adjacent heritage building.

The Fourth and above levels are architecturally part of the façade but they are not part of the street frontage. While the proposed street frontage effectively adopts the façade height of the hotel, there has been minimal attempt to "site taller structures so that they do not visually dominate" (i.e. an approximate 2 metre setback only) or to "Match the floor levels of the adjacent heritage building" (see commentary above). The proposal does not comply with this policy.

Colours/materials

The colour to the masonry of the hotel is proposed to be white. This is not a heritage colour, is not what is suggested in the historical photo and is counter to the proposed conservation works. There is also a bronze metal fascia (WT-MT1) on TP-200. It is not clear what this is intended to be and would appear to be inappropriate and unnecessary as the drawing appears to show a rendered moulding – the canopy is on the new building? There are external paint controls which are applicable and all colours to the exterior of the hotel are to be determined by microscopic paint analysis which should indicate whether the hotel was originally unpainted render, had a render wash or notes any original early surface colour. The latter applies also to timber and any original metalwork.

The black façade brickwork, noting that it is mostly not, or not, covered by the Heritage Overlay, is likely to be too dominant in the streetscape which presently is generally of a light palette and is likely to be too much of a contrast to any probable heritage colour on the exterior of the hotel and certainly with white as proposed, but not necessarily executed. The black will draw attention and increase the dominance of the new building whereas a subservient and respectful approach is more appropriate. Above and below the black bricks it appears that white off-form concrete is proposed. Experience with off-form concrete e.g. in Bridge Road, has demonstrated that its appearance soon deteriorates and leaves an unsightly appearance which is inappropriate and especially in a major thoroughfare, Also what will effectively be stripes of black and white on the façade will also be too busy, too dominant in relation to the hotel and draw undue attention. What is required is a light and neutral palette which maintains its appearance and is deferential and polite to the hotel. These comments also relate to the north and east elevations as applicable and as needing reconsideration.

The east elevation is proposed to be strips and panels of different colours of off-form concrete. This elevation will be highly visible in views from the east and the expectation that the existing building on the abutting site will be replaced cannot be relied upon to justify a plain unattractive wall, noting that the wall will be outside the Heritage Overlay. Another treatment should be preferred such as textured panels.

The external treatment of the Fourth and Fifth floors needs to be toned down and be less busy in terms of design elements and also colours i.e. terracotta fins and louvres. The strongest element should be the hotel.

Shopfronts

The shopfronts are to be fully-glazed other than for some solid panels above and between the glazing. Previous advice was "The shopfronts are acceptable but a stallboard (plinth) would be preferred under the glazing". This has not been included and is required.

Conservation Works

Reconstruction of the parapet, pediment and statue was indicated on drawings for earlier proposals.

The historical photograph in the Lovell Chen report (Fig. 6) shows a balustraded parapet with a corner pediment containing a statue. These elements are no longer extant but are significant elements in the architectural presentation of the hotel. While there is some loss of original fabric, the conservation works which appear to be proposed will make a positive contribution to the building which will balance any loss caused by removal of fabric and reconstruction as per the *Burra Charte*r methodology is appropriate and encouraged.

However the Lovell Chen report seems to indicate that this might be part of future works, *viz.:* "The planned works at parapet level and those identified at a future stage represent a positive intervention" (p. 14) but also states "…a balustrade to the parapet is to be reconstructed as part of the current works" (p. 15). While it is appreciated that until there is close access (scaffolding) to the higher levels of the street façades, it is not possible to provide a detailed schedule of conservation works, there needs to be a process to ensure that appropriate works are carried out as part of the redevelopment and not left to potentially never eventuate. This is also critical as the increased height of the reconstructed parapet, while a heritage gain, is also relied upon to shield the Third floor suite (Suite 311) from views from the street. There needs to be an appropriate permit condition to ensure that the works are part of a single package. Also there needs to be a clear demonstration that this Suite will not be visible – if it is, it should be deleted.

I note that part of the Swan Street façade has been demolished to provide a smokers' area. It is strongly recommended that the façade be reinstated in this area and that smokers are accommodated elsewhere.

Swan Street Structure Plan

In this part of Swan Street, the *Structure Plan* envisages 4 storeys on the north side.

Four storeys or 13 metres is envisaged for this site in the *Swan Street Structure Plan* but a street wall height of 14.325 metres is proposed and with an overall height of 23.975 metres.

Attachment 9 - PLN18/0442 - 291-295 Swan Street Richmond - Heritage comments on original plans

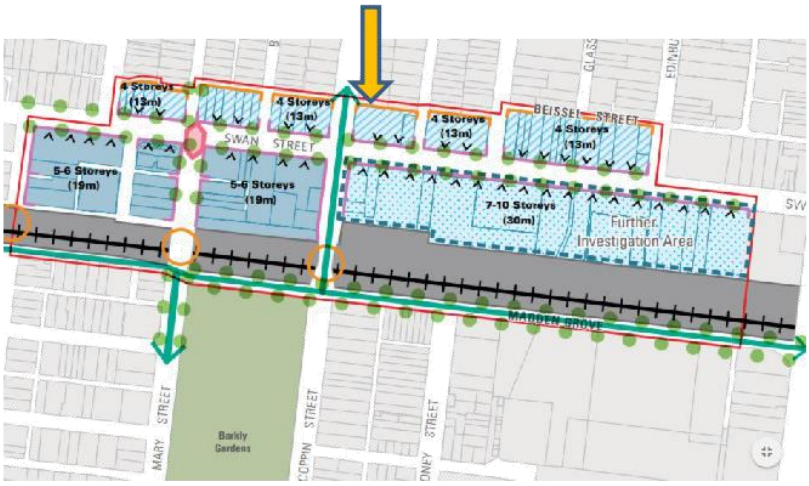


Figure 3 Plan from the Swan Street Structure Plan for the Swan Street East Precinct (p. 34).

The Built Form strategies include *viz.*:

- Buildings should be built to the street edge and extend the full width of the property at lower levels. (Complies.)
- Development above the street wall level should be set back and visually recessive.
- Ensure new development on the north side of Swan Street appropriately responds to the adjoining low-scale residential areas.
- Ensure that the prevailing fine-grain pattern is preserved where site consolidation or development of larger sites occurs on the north side of Swan Street. (p. 35)

There is little compliance with the above strategies. In this context it is also noted that the upper levels are overwhelming when viewed form the north and north-west in Coppin Street.

Recommendation / Comments:

Not approved.

While the previous proposal(s) was generally acceptable, subject to some specific changes required, this proposal has adopted a different approach which is mostly counter to the relevant heritage policies.

Swan Street is a major historical thoroughfare and this part of it contains an Individually significant hotel which is a local landmark and which stands out. While part of the site is covered by a Heritage Overlay part of it is not. Nevertheless the intent of the relevant policies is to achieve an outcome which does not impinge on or adversely affect heritage values and the proposal does not achieve this. It is self-evident from the perspectives that the new built form will dominate the hotel in Swan and Coppin Streets, is top-heavy and overbearing in relation to the hotel and is not visually recessive. The proposal needs to be reconsidered, preferably in-line with the previous proposals for this site.

Attachment 9 - PLN18/0442 - 291-295 Swan Street Richmond - Heritage comments on original plans

Clarify exactly where the eastern boundary of the heritage curtilage is i.e. the east wall of the hotel or further east as indicated on the Heritage Overlay map.

Demolition as proposed is acceptable.

Re-design the building envelope, and in particular the street wall and levels above, to respect the pattern, rhythm, spatial characteristics, fenestration and heritage character of the historic streetscape i.e. the hotel, which to some degree the previous iterations did. The façade treatment of the Fourth and Fifth floors is also unrelated to the hotel aesthetic and is intrusive, dominant and overwhelming and is not visually recessive. A greater setback is required so as to create visual recession. The façade treatment of the Fourth and Fifth floors needs to be more architecturally quiet and polite in surface treatment.

Use a light and neutral palette on visible surfaces of any new built form and delete black for large surface areas.

Delete plain off form concrete.

Delete the plants to the south elevation (at all levels) if there is no mechanism to ensure that they are maintained. Alternatively set the plants to the roof terrace back so that they are not visible from Swan Street.

Provide details of the proposed treatment of the exposed Ground floor east wall of the hotel e.g. is it to be depainted brickwork?

Confirm whether or not the roof terrace will be visible from the west or south-west (corner view).

Provide a clear demonstration that Suite 311 will not be visible from any public vantage point – if it is, it should be deleted.

Include stallboards (plinths) under the shopfront glazing.

There should be a permit condition which first requires that a comprehensive schedule of conservation works, including the reconstruction of the parapet and, pediment and statue of "Hospitality" is prepared by a suitably qualified conservation consultant or architect and to the satisfaction of the Responsible Authority. Secondly the condition should require that these works are undertaken as part of the redevelopment proposal.

Reinstate the façade to the smokers' area in the Swan Street façade.

Signed:



Robyn Riddett
Director – Anthemion Consultancies

Date: 20 December. 2018

Attachment 9 - PLN18/0442 - 291-295 Swan Street Richmond - Heritage comments on original plans



Figure 4 The Former Central Club Hotel as viewed from the south-west.



Figure 5 Part of the function room appear to be included in the Heritage Overlay.

Attachment 9 - PLN18/0442 - 291-295 Swan Street Richmond - Heritage comments on original plans



Figure 6 *Fire escape on the north elevation. The wing to the left is proposed to be demolished.*



Figure 7 *The north end of the east elevation which is proposed to be demolished.*

Attachment 9 - PLN18/0442 - 291-295 Swan Street Richmond - Heritage comments on original plans



Figure 8 *The east elevation. A new building which complies with the relevant policies and the* swan Street Structure Plan *is most likely to obscure this view.*

Attachment 10 - PLN18/0442 - 291-295 Swan Street, Richmond - Strategic Planning referral comments

PLANNING APPLICATION REFERRAL TO STRATEGIC PLANNING
Strategic planning comments

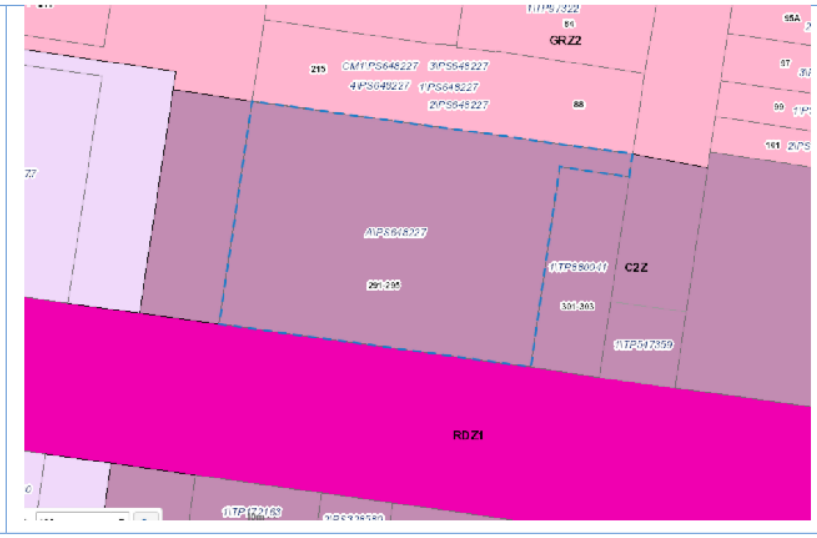
Strategic Planning comments are provided below.

The comments in this assessment focus compliance with Design and Development Overlay 17 (DDO17). They do not provide commentary on other sections of the planning scheme or fully assess the internal amenity impacts of the application.

Development details

Property address	**291-295 Swan Street**
Application number	**PLN18/0442-3**
Referral prepared by	Kate Johnson, Strategic Planner
Description	Part demolition and construction of a seven story building, the use of the land for a residential hotel (serviced apartments), food and drink premises and a shop, a reduction in the car parking requirement and alterations to the access to a toad in a Road Zone, Category 1 by removing the crossover to Swan Street at 291-295 Swan Street, Richmond.
Relevant amendment & status	**Approved interim controls** In December 2019, the Minister for Planning approved an extension to the interim controls (Schedule 17 to Clause 43.02 – Design and Development Overlay) that have applied since October 2018. No transitional provisions apply. **Permanent controls** The Amendment C191 proposes to introduce a Design and Development Overlay to the area on a permanent basis.
Existing and proposed controls	• Commercial 2 Zone (C2Z) • Design and Development Overlay Schedule 5 – City Link Exhaust Stack Environs (DDO5) • Design and Development Overlay Schedule 17 – Swan street Activity Centre Precinct 3 (DDO17-3) • Heritage Overlay – 291 Swan Street Richmond Former Central Club Hotel (HO285)
Subject Site	Precinct 3

Attachment 10 - PLN18/0442 - 291-295 Swan Street, Richmond - Strategic Planning referral comments



Attachment 10 - PLN18/0442 - 291-295 Swan Street, Richmond - Strategic Planning referral comments

Strategic Planning comments - Summary

- The Central Club Hotel is included in HO285 as individually significant place. The former Central Club Hotel is of local historical and architectural significance. As per its heritage citation, *the hotel is a good example of the late 19th century Italianate Boom style, notable for its lively asymmetrical facade composition and florid Victorian Mannerist cement rendered decoration.*
- The former Central Club Hotel is a corner landmark location at the intersection of Coppin and Swan streets. The heritage building forms the corner position, with its elaborate return facade ensuring its prominence in the streetscape.
- The proposed upper level setback along Swan Street of 5m at level three behind the individually significant heritage building complies with the mandatory requirement.
- The remainder of the 'new' building frontage along Swan Street (not behind a heritage street wall) does not comply with the preferred 5m minimum upper level setback requirement. However, it is the officer view that this may be exceeded due to the maintained prominent street wall and visually recessive upper form which reads as a separate element.
- The proposal does not comply with the preferred rear interface requirements outlined in DDO17. Whilst it does comply with the rear wall height and 64 degree angle setback at the lower levels, the 45 degree angle setback is not met at the upper levels of the development. However, due to the constraints of the lot depth and the fact that the proposal provides greater than required setbacks at the lower levels, it is the officer view that the proposal may exceed the 45 degree preferred design requirement for the rear interface.
- Overshadowing controls were not able to be assessed as the plans lack shadow diagrams.
- The proposal meets all other relevant requirements specified in DDO17 including building height; street wall height; street wall setback; vehicle and pedestrian access; and heritage design requirements.

Additional notes:

It is recommended that shadow diagrams and plans demonstrating the rear interface angle setback requirements are requested from the proponent to further assess the outcomes against DDO17.

Attachment 10 - PLN18/0442 - 291-295 Swan Street, Richmond - Strategic Planning referral comments

Assessment of compliance with built form requirements

Built form requirements	Amendment C263 – DDO17	Proposal	Assessment of proposal
Building height	Mandatory maximum building height: 24m (approx. 7 storeys) (excluding lift and plant services) Non-structural elements that project above the building must meet the following criteria: • The total roof area occupied by the equipment (other than solar panels) is minimised; • The service equipment is located in a position on the roof so as to minimise its visibility; • The non-structural elements and service equipment minimise additional overshadowing of neighbouring properties and public spaces; • The equipment does not extend higher than 3.6 metres above the maximum building height; and • The non-structural elements and service equipment are integrated into the design of the responsible authority.	23.1m (approx. 7 storeys) excluding lift and plant services. 23.975m (approx. 7 storeys) maximum building height including lift and plant services.	The proposal is at 23.1m and ***complies*** with the mandatory maximum building height requirement of 24m in DDO17. Non-structural elements (such as the lift overrun) which project above the building take the overall height to 23.9m, still under the mandatory maximum.

Attachment 10 - PLN18/0442 - 291-295 Swan Street, Richmond - Strategic Planning referral comments

Built form requirements	Amendment C263 – DDO17	Proposal	Assessment of proposal
	A permit cannot be granted to construct a building or construct or carry out works which exceed the mandatory maximum building height.		
Street wall height	Development along Swan Street must continue the street level experience of the Swan Street and Burnley Street heritage precincts by maintaining a consistent and prominent street wall. <u>Interface reference C (frontage along Swan Street)</u> Preferred: 11m maximum or the parapet height of the adjoining individually significant or contributory building if higher than 11m. 8m minimum. Match the parapet height if the taller adjoining heritage building. <u>Interface reference F (frontage along Coppin Street)</u> Preferred: 11m minimum. <u>Interface reference I (rear of development)</u> Side and rear wall height: Preferred: 8m maximum on a common boundary with a property in a residential zone. 11.5m maximum if boundary abuts a laneway.	Swan Street: 14.325m Coppin Street: 13.58m Rear of Proposal: 3.32m	<u>Interface reference C (Swan Street frontage):</u> The proposal ***complies*** with the requirement as the street wall matches the parapet height of the adjoining individually significant heritage building (the former Central Club Hotel which forms part of the proposal) at 14.32m. Whilst the street wall is greater than the preferred maximum height of 11m, it meets the alternative requirement of maintaining the height of the existing heritage building therefore can exceed the preferred height. The street wall along Swan Street further complies with the first design requirement for Precinct 3 regarding the maintenance of a consistent and prominent street wall along Swan Street. Through maintaining the street wall height of the former Central Club Hotel and extending the existing street wall height into the sections of new development, the proposal is able to preserve street wall characteristics of the prominent heritage corner site. <u>Interface reference F (Coppin Street):</u> The proposal ***complies*** with the requirements as the street wall is higher than the preferred 11m minimum height at 13.58m. The street wall along Coppin Street maintains the original street wall height of the existing individually significant heritage building (the former Central Club Hotel). The street wall along both Swan and Coppin Streets meets the requirements of the DDO17-3, maintaining and enhancing the existing street wall of the individually significant heritage building. <u>Interface reference I (rear of development)</u>

Attachment 10 - PLN18/0442 - 291-295 Swan Street, Richmond - Strategic Planning referral comments

Built form requirements	Amendment C263 – DDO17	Proposal	Assessment of proposal
			The proposal ***complies*** with the preferred requirements. The rear wall height comprises of a single storey car park at 3.32m against the common boundary. The preferred control requires a maximum rear wall height of 8m on a common boundary with a property in a residential boundary. The adjoining townhouse is located in the GRZ2 (General Residential Zone 2) therefore the proposal meets the 8m maximum preferred requirement.
Street wall Setback	Interface reference C (frontage along Swan Street) Mandatory requirement 0m. Interface reference F (frontage along Coppin Street) Preferred requirement 0m.	Swan Street: 0m Coppin Street: 0m	*Officer view:* Interface reference C (Swan Street frontage) The proposal ***complies*** with the mandatory requirement. The street wall setback along Swan Street is 0m, consistent with the mandatory requirement of 0m. Interface reference F (Coppin Street frontage) The proposal ***complies*** with the preferred requirement. The street wall setback along Coppin Street is 0m, consistent with the preferred requirement of 0m.
Upper lever setback	Interface reference C (frontage along Swan Street) Mandatory requirement: minimum 5m for individually significant heritage buildings. Preferred requirement: minimum 5m elsewhere. Any part of a building above the street wall should be designed to	Swan Street: 3m Coppin Street: 5m Rear of proposal: 5.77m	Interface reference C (Swan Street frontage) The proposal ***complies*** with the mandatory requirement for individually significant heritage buildings. The upper level setback along Swan Street for the individually significant heritage building is 5m at level three, meeting the mandatory minimum requirement for an individually significant heritage building. The proposal ***does not comply*** with the preferred requirement for the remainder of the upper level setback along the Swan Street frontage (no

Attachment 10 - PLN18/0442 - 291-295 Swan Street, Richmond - Strategic Planning referral comments

Built form requirements	Amendment C263 – DDO17	Proposal	Assessment of proposal
	ensure that it occupies no more than one third of the vertical angle defined by the whole building in the view from a sight line of 1.7 metres (on the opposite side of the street). <u>Interface reference F (frontage along Coppin Street)</u> Preferred requirement: 5m for individually significant buildings. <u>Interface reference I (rear of proposal)</u> Preferred requirement: Development must be setback in accordance with Figure 1 and Figure 2. Development must minimise stepped form. Upper level development on land within a heritage overlay and on land immediately adjoining a heritage building must: • Be visually recessive and not visually dominate the heritage building and the heritage streetscape. • Retain the primacy of the three-dimensional form of the heritage building as viewed		heritage street wall). The new section of the building which is not behind a heritage street wall has an upper level setback of 3m at level four. This is 2m less than the preferred requirement of a 5m minimum upper level setback. This section has further recessing at level five at 5.78m from the property boundary however this does not impact the upper level setback requirement. Although it does not meet the preferred requirement, the new section of the development maintains the street wall, matching the patterning and fenestration of the individually significant heritage building. This meets the first design requirement for Precinct 3; *Development along Swan Street must continue the street level experience of the Swan Street and Burnley Street heritage precincts by maintaining a consistent and prominent street wall.* This new building section provides a clear definition between the street wall and upper form, with the upper form reading as a separate element with visually recessive materials utilised. For this reason it is the officer view that the preferred requirement can be exceed as it is an acceptable design response for the precinct. *Officer view:* *Preferred design requirement can be exceeded* <u>Interface reference F (Coppin Street frontage)</u> The proposal ***complies*** with the preferred requirement. The upper level setback along Coppin Street is 5m which meets the preferred requirement in this precinct for individually significant heritage buildings (5m). The proposal has further upper level recessing on level four with a 10.43m setback from the boundary and on level six with a 13.32m

Attachment 10 - PLN18/0442 - 291-295 Swan Street, Richmond - Strategic Planning referral comments

Built form requirements	Amendment C263 – DDO17	Proposal	Assessment of proposal
	from the public realm to avoid 'facadism'. • Utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades • Incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape. • Be articulated to reflect the fine grain character of the streetscape.		setback from the boundary. The extra recessing is positive in maintaining the visual prominence of the original heritage building and the view of the three dimensional form of the heritage building (including the original roof) in order to avoid facadism. <u>Interface reference I (rear of proposal)</u> The proposal ***does not comply*** with the preferred requirement. Plans were not provided demonstrating the angle setback requirements however after calculating the requirements it was determined the proposal does not meet the residential interface direct abuttal requirements. The requirement meets the rear wall height and the 64 degree angle setback requirement however does not meet the further 45 degree angle setback requirement. The rear of the proposal is setback 5.77m from the common boundary with existing residential above the 3.32m height of the one storey car park. The proposal is further recessed 8.77m from rear boundary at level five and 9.02m at level six. Given the significant setbacks which easily meet the requirements at the lower levels and the constraints of the site depth, the overlooking is not considered unreasonable from the upper levels. The proposal is deemed to meet the intent of the rear interface controls although there is non-compliance of the 45 degree setback preferred requirement. *Officer view:* *Preferred design requirement can be exceeded*

Attachment 10 - PLN18/0442 - 291-295 Swan Street, Richmond - Strategic Planning referral comments

Built form requirements	Amendment C263 – DDO17	Proposal	Assessment of proposal
Overshadowing	Development must not overshadow any part of the opposite footpath of Mary Street and Coppin Street (measured as 2.0m from the road boundary between 10am and 222pm at 22nd September). A permit cannot be granted to construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September: • Any part of the southern footpath of Swan Street, measured as 4.0m from the southern road boundary of Swan Street • Any part of the opposite footpath of church Street, measured as 4.0m from the road boundary of Church Street • Any part of the opposite footpath of Burnley Street, measured as 4.0m from the road boundary of Burnley Street		Shadow diagrams were not provided therefore the overshadowing requirements could not be assessed.

Attachment 10 - PLN18/0442 - 291-295 Swan Street, Richmond - Strategic Planning referral comments

Built form requirements	Amendment C263 – DDO17	Proposal	Assessment of proposal
	A permit cannot be granted to construct a building or construct or carry out works which are not in accordance with the overshadowing requirements specified in Clause 2.3 of this schedule unless the resultant overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority. **Clause 2.3** Development must not overshadow any part of the opposite footpath of Mary Street and Coppin Street (measured as 2.0m from the road boundary between 10am and 2pm at 22nd September).		
Vehicle and pedestrian access	Development should include north-south access in the locations shown on the Access and Movement Plan 6 to allow for building services and car park access. Ensure that vehicular access to development does not adversely impact the level of service, efficiency, and safety of the arterial and tram network. Development must provide vehicular access from rear lanes or from side streets in the preferred locations in the Access and Movement Plans (Plan 2,4,6 and 8) of this schedule except in	Vehicle access and movements have been located on Coppin Street to the north west corner of the subject site.	The proposal **complies** with the requirements as Coppin Street is designated as a preferred vehicle access location. The vehicle access point has been located to maintain a pedestrian friendly environment as Swan Street is the main entry point to the hotel (serviced apartments), shop and food and beverage premise, limiting conflict between vehicles and pedestrians. The vehicle access point is located on Coppin Street at the furthest point from the intersection with Swan, providing the safest cross over place in terms of pedestrians and other motor vehicles. Pedestrian access to all uses of the development is off Swan Street providing street activation and maintaining existing access points from the former Central Club Hotel.

Attachment 10 - PLN18/0442 - 291-295 Swan Street, Richmond - Strategic Planning referral comments

Built form requirements	Amendment C263 – DDO17	Proposal	Assessment of proposal
	locations identified as "Left in – Left Out Access Permitted" in the Access and Movement Plans (Plan 2,4,6 and 8) of this schedule. Development identified as "Left in – Left Out Access Permitted" in the Access and Movement Plan must limit the width of the vehicle crossovers and incorporate 'Left in' and 'Left out' only vehicle access. Development with redundant vehicle access points to Swan Street, Church Street and Burnley Street must reinstate the kerb, line mark parking bays, and relocate any parking signs. Vehicle ingress and egress into development, including loading facilities and building servicing, must be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity. Pedestrian access to buildings, including upper level apartments, must be from a street or a shared zone shown on the Access and Movement Plans (Part 2,4,6 and 8) of this schedule. Where a pedestrian access can only be provided from a laneway at the rear of buildings the pedestrian entrance must be setback from the rear laneway and well-lit to enable safe access.		

Attachment 10 - PLN18/0442 - 291-295 Swan Street, Richmond - Strategic Planning referral comments

Built form requirements	Amendment C263 – DDO17	Proposal	Assessment of proposal
Heritage Design Requirements	Building facades and street frontages: <u>Infill buildings and development adjoining a heritage building.</u> Façade treatments and the articulation of infill buildings on land affected by a heritage overlay and of new buildings on land immediately adjoining a heritage building must: • Ensure the façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of the adjoining heritage building(s) • Respect the vertical proportions of the nineteenth and early twentieth century facades of the heritage streetscape and/or adjoining heritage building(s) • Avoid large expanses of glazing with a horizontal emphasis except to ground floor shopfronts • Maintain the existing canopy/verandah height of		<u>Infill buildings and development adjoining a heritage building.</u> It appears the proposal ***complies*** with the heritage design requirements for infill buildings and development adjoining a heritage building. It was somewhat difficult to assess some requirements as the building materials and façade treatment are not outlined in the plans. It appears that the new development consists of a simple façade as to not compete with the more elaborate heritage building however building materials were not outlined in the plans so this remains difficult to assess. The adjoining new development within the proposal respects the vertical proportions of the existing heritage building and maintains the original street wall of the key corner site. The new development appears to avoid large expanses of glazing with a horizontal emphasis above the ground floor. The existing veranda height has been maintained. <u>Contributory or individually significant buildings.</u> It appears the proposal ***complies*** with the heritage design requirements for individually significant buildings. It was somewhat difficult to assess some requirements as the building materials and façade treatment are not outlined in the plans. As stated above it appears the proposal has avoided highly reflective glazing in historical openings however this will need to be further assessed when the building materials are known. The proposal provides solid built form behind the original heritage façade and avoids balconies behind existing openings, maintaining separation

Attachment 10 - PLN18/0442 - 291-295 Swan Street, Richmond - Strategic Planning referral comments

Built form requirements	Amendment C263 – DDO17	Proposal	Assessment of proposal
	the heritage streetscape and/or adjoining heritage building. Contributory or individually significant buildings. Adaptation of contributory or individually significant buildings must: • Avoid highly reflective glazing in historic openings • Encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings. • Maintain the inter-floor height of the existing building and avoid new floor plates and walls cutting through historic openings.		between what is the heritage building and new development. The proposal maintains the floor height of the existing heritage building, also avoiding wall cuttings through heritage openings.

Kate Johnson
Strategic Planner
6 March 2020

Attachment 10 - PLN18/0442 - 291-295 Swan Street, Richmond - Strategic Planning referral comments

Attachment 11 - PLN18/0442 - 291-295 Swan Street Richmond - 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.

As detailed in Clause 22.17, all **large** planning permit applications with Yarra City Council are required to include a Sustainable Management Plan (SMP). This application is a 'Large' planning application as it meets the category *Residential – ten or more dwellings.*

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

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

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

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice.
The following comments are based on the review of the architectural drawings, prepared by *David Edelman* (drawings dated 24.08.2018) and the accompanying SMP and Daylight Assessment, prepared by *Ark Resources* (14.05.2018).

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



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Attachment 11 - PLN18/0442 - 291-295 Swan Street Richmond - ESD referral comments

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



Assessment Summary:

Responsible Planner:	Nik Muhllechner
ESD Advisor:	Euan Williamson
Date: 1.10.2018	Planning Application No: PLN18/0442
Subject Site:	291-295 Swan Street, Richmond
Site Area: Approx. 1,244m^2	Site Coverage: 100%
Project Description:	7 storey building residential hotel
Pre-application meeting(s):	No ESD involvement.

This application is close to meeting Council's Environmental Sustainable Design (ESD) standards. Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

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

(1) Applicant ESD Commitments:
- A 10% improvement on the minimum NCC required energy efficiency standard for the building fabric.
- A STORM rating of 112% has been received which relies on a minimum of 655m^2 of roof connected to a 20,000 litre tank and connected to toilets in areas of the building with 60 occupants for flushing, and an additional 10m^2 of buffer strip to take runoff from the driveway.
- A 9kWp solar photovoltaic system to contribute to electricity consumption.
- Energy efficient heating/cooling, lighting and hot water systems.
- Daylight access to residential rooms is acceptable.
- Irrigation to be provided by rainwater, drip-irrigation to drought tolerant and/or indigenous species.
- Some landscaping on the rooftop and vertical green-walls will marginally improve the ecological value of this site.

(2) Application ESD Deficiencies:
- Residential rooms on the 4th and 5th floors, and the heritage component, appear to have fixed glazing and no access to natural ventilation. Other levels have operable windows. Strongly recommend that all residential rooms to have an operable window on an external facade clearly marked on plans.
- Internal common area glazing into atrium also appears to be fixed. Recommend that the internal common area atrium also have operable windows.
- Some shading elements to manage solar heat gain in summer. 4th and 5th floor have significant levels of glazing exposed to summer sun angles and unwanted levels of solar gain. Clear glazing is currently specified to these upper levels facades. Provide additional thermal energy analysis to demonstrate that cooling loads to 4th and 5th level residential suites have lower than 30MJ/m^2, or equivalent.

(3) Outstanding Information:
- Please provide completed energy report (JV3 or equivalent) demonstrating that the energy efficiency targets have been met prior to occupation.
- Ensure that the buffer strip has suitable sub-surface slotted ag pipe to handle drainage from driveway. Provide section diagram in drainage plan.

Attachment 11 - PLN18/0442 - 291-295 Swan Street Richmond - ESD referral comments

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



(4) ESD Improvement Opportunities:

- Recommend provided foldable clothes drying racks fixed to each suite.
- Recommend organic waste management system, such as compost.
- Recommend providing showers and lockers to support staff cycling to work.
- Recommend providing electric vehicle charging infrastructure.
- Consider also low VOC wall, floor and ceiling coverings, and zero formaldehyde engineered timber products.
- Recommend FSC accredited timber be specified for all timber used in this development.
- Consider concrete mixes with a minimum recycled/post industrial waste content.
- Consider environmentally certified PVC for all pipework, flooring, blinds and cables.
- Recommend that an Environmental Management Plan be prepared by builder to manage and monitor activities undertaken during construction.

Further Recommendations:

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

1. Indoor Environment Quality (IEQ)

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Residential rooms on the 4th and 5th floors, and the heritage component appear to have fixed glazing and no access to natural ventilation. Other levels have operable windows. Internal common area glazing into atrium also appears to be fixed.	Strongly recommend that all residential rooms to have an operable window on an external facade clearly marked on plans. Recommend that the internal common area atrium also have operable windows.	2
Daylight & Solar Access	Mostly studio suites or internal bedrooms.	Daylight access to residential rooms is acceptable.	2
External Views	External views from residential rooms.	-	1
Hazardous Materials and VOC	All interior paints, sealants, adhesives, will be low VOC type.	Consider also low VOC wall, floor and ceiling coverings, and zero formaldehyde engineered timber products.	4
Thermal Comfort	Good thermal comfort is determined through a combination of good access to ventilation, balanced passive heat gains and high levels of insulation. The application proposes: - Average to poor natural ventilation - Little shading to assist manage heat gains. - Good energy efficiency standards.	Please refer to section on, *NCC Energy Efficiency Requirements Exceeded* and *Effective Shading*	2

* **Council Assessment Ratings:**

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

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

2. Energy Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	A 10% improvement on the minimum NCC required energy efficiency standard for the building fabric.	Please provide completed energy report (JV3 or equivalent) demonstrating how these energy efficiency targets have been met prior to occupation.	3
Hot Water System	Gas hot water with minimum 86% efficiency.	-	1
Peak Energy Demand	No specific information has been provided.	-	1
Effective Shading	Some shading elements to manage solar heat gain in summer. 4th and 5th floor have significant levels of glazing exposed to summer sun angles and unwanted levels of solar gain. Clear glazing is currently specified to these upper levels facades.	Provide additional thermal energy analysis to demonstrate that cooling loads to 4th and 5th level residential suites have lower than 30MJ/m^2 –	3
Efficient HVAC system	Reverse cycle heat pumps to be within one star of highest available in the relevant capacity at the time of construction.	-	1
Efficient Lighting	Energy efficient lighting systems generally design to 4W/m^2 lighting power density and sensor controls to corridors and public areas.	-	1
Electricity Generation	A 9kWp solar photovoltaic system to contribute to electricity consumption.	-	1
Clothes Lines Drying Racks	No information has been provided.	Recommend provided foldable clothes drying racks in each suite.	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: 2. Energy Efficiency
House Energy Rating www.makeyourhomegreen.vic.gov.au
Building Code Australia www.abcb.gov.au
Window Efficiency Rating Scheme (WERS) www.wers.net
Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au
Energy Efficiency www.resourcesmart.vic.gov.au

3. Water Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	The following WELS water efficiency standards have been specified: • Showerheads: 3 Star <7.5l/m • Taps: 5 Stars • Toilets: 4 Stars • Dishwashers /washing machines: 4 Star	-	1
Water for Toilet Flushing	Toilets will be connected to 20k rainwater tank for flushing on ground floor and rooftop.	-	1
Water Meter	Individual tenancies and hotel suites and all major uses of water (including rainwater tank) will be metered separately to assist with ongoing water management.	-	1
Landscape Irrigation	Irrigation to be provided by rainwater, drip-irrigation to drought tolerant and/or indigenous species.	-	1
Other	-	-	-

*** Council Assessment Ratings:**

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

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

4. Stormwater Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM rating of 112% has been received which relies on a minimum of 655m^2 of roof connected to a 20,000 litre tank and connected to toilets in areas of the building with 60 occupants for flushing, and an additional 10m^2 of buffer strip to take runoff from the driveway.	Ensure that the buffer strip has suitable sub-surface slotted ag pipe to handle drainage from driveway. Provide section diagram in drainage plan.	3
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	-	-	-
Stormwater Treatment	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

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

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

5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No information has been provided.	-	1
Embodied Energy of Concrete and Steel	No information has been provided.	Consider concrete mixes with a minimum recycled/post industrial waste content.	4
Sustainable Timber	Feature timber to accredited sustainable from FSC or PEFC.	Recommend FSC accredited timber only throughout this development.	4
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
Others	No information has been provided.	Consider environmentally certified PVC for all pipework, flooring, blinds and cables	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: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Some car parking on ground floor.	-	1
Bike Parking Spaces	16 bike racks provided on ground floor.	-	1
End of Trip Facilities	No end of trip facilities provided.	Recommend providing showers and lockers to support staff cycling to work.	4
Car Share Facilities	No information has been provided.	-	1
Electric Vehicles	No information has been provided.	Recommend providing electric vehicle charging infrastructure.	4

*** Council Assessment Ratings:**

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

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

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	Construction and demolition waste management plan will be developed with a minimum 80% recycling rate.	-	1
Operational Waste Management	General waste and recycling collection area.	Recommend organic waste management system such as compost.	4
Storage Spaces for Recycling and Green Waste	Areas for waste and recycling bins can be identified on the ground floor plans.	-	1
Others	-	-	-

*** Council Assessment Ratings:**

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

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

8. Urban Ecology

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	NA
Maintaining / Enhancing Ecological Value	Some landscaping on the rooftop and vertical green-walls will marginally improve the ecological value of this site.	-	1
Reclaiming Contamin. Land	No information has been provided.	-	NA
Green roof	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 8. Urban Ecology
Department of Sustainability and Environment www.dse.vic.gov.au
Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
Greening Australia www.greeningaustralia.org.au
Green Roof Technical Manual www.yourhome.gov.au

9. Innovation

Objective:

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

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

*** Council Assessment Ratings:**

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

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

10. Construction and Building Management

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	Comprehensive commissioning and tuning of all major building services.	-	1
Building Users Guide	A Building Users Guide detailing the sustainability features of the building.	-	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	-	1
Construction Management Plan	No information has been provided.	Recommend that an Environmental Management Plan be prepared by builder to manage and monitor activities undertaken during construction.	4
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 10. Construction and Building Management
ASHRAE and CIBSE Commissioning handbooks
International Organization for standardization – ISO14001 – Environmental Management Systems
Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

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



Applicant Response Guidelines

Project Information:

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

Environmental Categories:

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

Objectives:

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

Issues:

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

Assessment Method Description:

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

Benchmarks Description:

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

How does the proposal comply with the benchmarks?

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

ESD Matters on Architectural Drawings:

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

Attachment 12 - PLN18/0442 - 291-295 Swan Street Richmond - Updated Engineering comments on loading bay

CITY OF YARRA **File Note**

Date: 14 August 2020

Property Address: 291-295 Swan Street, Richmond

Application No: PLN18/0442

UPDATED COMMENTS ON LOADING BAY

COMMENTS:

At the entrance to the loading bay, I would suggest that an advisory sign be placed to specify the minimum height clearance of the loading bay (3.32 metres?) as the minimum 3.5 metres cannot be provided.

Based on the referral comments of November 2918, the retail use (148 m^2) would be considered small scale. This would be serviced by small vans and commercial vehicles whose height would not exceed 3.3 metres.

If we go back to first principles and look at a popular model of commercial vehicle – the Renault Trafic van, it has a height clearance of 1.971 metres. Similarly, a Hino 500 small truck has a height clearance ranging from 2.435 metres to 2.905 metres.

Hope this information is helpful.

Regards
Mark

Mark Pisani
Senior Development Engineer
Traffic and Civil Engineering

PO BOX 168 Richmond VIC
T (03) 9205 5746
E mark.pisani@yarracity.vic.gov.au
W yarracity.vic.gov.au
Follow us on Facebook, Instagram and Twitter

Attachment 13 - PLN18/0442 - 291-295 Swan Street Richmond - Engineering referral comments

CITY OF YARRA

MEMO

To: Nikolas Muhllechner

From: Artemis Bacani

Date: 14 November 2018

Subject: Application No: PLN18/0442
Description: Major Development
Site Address: 291-295 Swan Street, Richmond

I refer to the above Planning Application received on 27 September 2018 and the accompanying report prepared by Grojan Pty Ltd in relation to the proposed development at 291-295 Swan Street, Richmond. Council's Civil Engineering unit provides the following information:

CAR PARKING PROVISION

Proposed Development

Information obtained from the Landata indicates that the carriageway easement labelled as E-1 on the Landata Title (PS648227G) for 291-295 Swan Street, is also in favour of the land at 301 Swan Street.

Given the above, access to the easement must be available to all properties which are in favour of and no portion of the easement is to be used as a car space for the development.

The car parking assessment for the development will take into account the above information.

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Serviced Apartments: Studio, one-, two-bedroom	59	Not Specified in 52.06-5	To the satisfaction of the Responsible Authority	6
Commercial (Shops)	145 m²	3.5 spaces per 100 m² of net floor area	5	0
		Total	**5 Spaces + Parking for the Serviced Apartments**	**6 Spaces**

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

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

Attachment 13 - PLN18/0442 - 291-295 Swan Street Richmond - Engineering referral comments

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

- *Parking Demand for the Serviced Apartments.*
  Serviced apartments can be classified as tourist accommodation facilities. In terms of parking provision for this type of accommodation, the NSW Roads and Maritime Services *Guide to Traffic Generating Developments* version 2.2 provides a parking rate of one off-street space per four bedrooms (0.12 spaces per one-room apartment). On-site parking for the serviced apartments of the proposed development would be provided at a rate of 0.12 spaces per apartment. Although the car parking rate per apartment is slightly lower with the rate specified in the New South Wales Roads and Maritime Services, patrons and visitors to the site would be aware of the scarcity of long-stay on-street parking in the surrounding area.

- *Parking Demand for the Shop*.
  For the shop uses, a parking rate of 3.0 spaces per 100 square metres of floor area could be adopted as the premises is located along a commercial area/activity centre. Using this rate equates to a car parking demand of four spaces. Employees who are not allocated any on-site parking would make their own travel arrangements such as take public transport or ride a bicycle, as the surrounding streets have very little, if any, on-street parking for long-stay users.

- *Availability of Public Transport in the Locality of the Land*.
  The site is within walking distance of tram services operating along Swan Street and Church Street. Train services could also be accessed from Burnley railway station.

- *Multi-Purpose Trips within the Area.*
  Customers, visitors or clients who choose to drive might combine their visit by engaging in other business or activities whilst in the area.

- *Convenience of Pedestrian and Cyclist Access.*
  The site has very good walking accessibility to public transport nodes and to other shops, businesses, essential facilitates and amenities. The site also has good 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*.
  Grojan Pty Ltd had conducted on-street parking occupancy surveys in the surrounding area on Friday 16 June 2017, Saturday 17 June 2017 and Sunday 18 June 2017 between 11:00am and 3:00pm and 6:00pm and 10:00pm. The survey area encompassed Swan Street (Mary Street to Lord Street) and Coppin Street (185 Coppin Street to Railway Line). The times and extent of the survey are considered satisfactory. An inventory of 460 publicly available spaces was identified. The results of the survey indicates that the peak parking occupancy in the study area was observed at 1:00pm on the Saturday, with 73 spaces occupied (90%), resulting in 8 spaces vacant. Any short-stay parking overflow from the site could be accommodated on-street.

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

- *The Future Growth and Development of an Activity Centre*.

Practice Note 22 – *Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as Swan Street, where spare on-street car parking capacity would be shared amongst sites within the activity centre.

- *Car Parking Deficiency associated with Existing Land Use*.
  According to Grojan Pty Ltd, the existing site is occupied by a hotel with 300 patrons. The existing use would have a car parking deficiency of 120 spaces. This car parking credit could potentially be transferrable to the new development.

Adequacy of Car Parking
The applicant has proposed seven car spaces for the development; however; car space 7 should be deleted from the drawings as it is located within a carriageway easement which is also in favour of the land at 301 Swan Street.

From a traffic engineering perspective, the waiver of shop parking and the provision of six on-site parking spaces for the serviced apartments are considered appropriate in the context of the development and the surrounding area. The on-site parking for the serviced apartments is slightly lower with the rate specified by the New South Wales Roads and Maritime Services. Patrons and visitors to the site would utilise the availability of alternative transportation modes which are located near the site.

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

TRAFFIC GENERATION
Trip Generation
The traffic generation for the site adopted by Grojan Pty Ltd is as follows:

Proposed Use	Adopted Traffic Generation Rate	No. of Vehicles
Serviced Apartments	25 per cent of guests arrive in one hour	15

The approach used by Grojan Pty Ltd to calculate the traffic generated by the serviced apartments is not unreasonable; however, the applicant should clarify the time that the majority of guests are expected to arrive to the site. Based on personal experiences on staying at a hotel/motel, the check-in times at these venues are usually around 2:00pm.

Traffic Impact of Development
Traffic surveys were commissioned by City of Yarra between Wednesday 12 March 2014 and Friday 14 March 2014. The survey results indicates that Coppin Street (Benson Street to Swan Street) carries 676 vehicles in the AM peak hour and 771 vehicles in the PM peak hour.

The addition of 30 vehicles entering and exiting the site off Coppin Street should not have a material impact on the traffic operation of Coppin Street.

Attachment 13 - PLN18/0442 - 291-295 Swan Street Richmond - Engineering referral comments

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

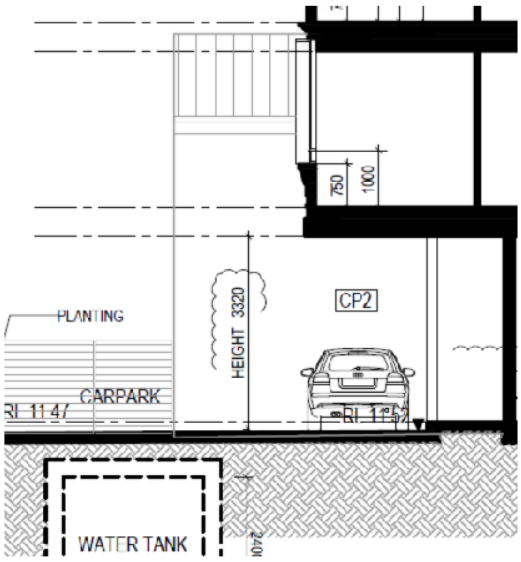
David Edelman Architects Drawing No.TP-101, TP-202 and TP-300 Revision D dated 20 March 2018

Item	Assessment
Access Arrangements	
Development Entrance – Coppin Street	The development entrance has width of 5.5 metres and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	Sight triangle for the exit lane at Coppin Street has not been provided.
Headroom Clearance	A headroom clearance of 3.4 metres at the development entrance has been provided and satisfies *Design standard 1 – Accessways* of Clause 52.06-9. The headroom clearance is insufficient for a Small Rigid Vehicle (SRV) which has a clearance height of 3.5 metres.
Internal Accessway	The internal accessway has a carriageway width of 5.5 metres at the entrance of the development. The accessway narrows to 5.1 metres between the fire hydrant booster cupboard and the utility cupboard. Reviewing the plan in context, the location of the fire hydrant booster cupboard should not adversely affect the operation of the accessway. If the development contained substantially more parking spaces, the location of the fire hydrant booster cupboard would have been an issue.
Vehicle Crossing – Coppin Street	The vehicle crossing design as shown on the *Ground Floor Plan* is not to Council's standard.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the at-grade parking spaces (2.6 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces*.
	Car parking space 1 and 2 are adjacent to columns. Although it does not meet the requirements of AS/NZS 2890.1:2004, the narrower spaces should not affect cars parking in these spaces.
	The width of car parking space 7 must be a minimum of 2.7 metres to satisfy AS/NZS 2890.1:2004.
Aisles	The width of the aisle of 6.4 metres adjacent to car spaces 3 to 6 satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Clearances to Walls	A minimum clearance of 300 mm has not been provided for car space 7, as required by *Design standard 2*.

Attachment 13 - PLN18/0442 - 291-295 Swan Street Richmond - Engineering referral comments

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

David Edelman Architects Drawing No.TP-101, TP-202 and TP-300 Revision D dated 20 March 2018

Item	Assessment
Other Items	
Vehicle Turning Movements – Parking Spaces	The swept path diagrams for the B85 design vehicle entering and exiting parking space 6 is considered satisfactory.
Loading Arrangements	Using Tapeze, The loading bay has a depth of approximately 5.9 metres and a width of 3.2 metres. The height clearance of the loading bay is 3.32 metres, which is insufficient for the Small Rigid Vehicle (which requires a minimum height clearance of 3.5 metres under the Australian Standard AS 2890.2-2002). The loading bay can satisfactorily service a delivery van and a B85/B99 design vehicle. 
Truck Manoeuvres	The swept path diagrams for a Small Rigid Vehicle entering and exiting the loading bay are considered satisfactory.

Design Items to be Addressed

Item	Details
Visibility – Coppin Street	In lieu of the sight triangle, it is recommended that a convex mirror be installed to assist exiting motorists in viewing footpath conditions.
Headroom Clearance – Development Entrance	The height clearance at the car park entrance must be no less than 3.5 metres to accommodate a Small Rigid Vehicle.
Turning Movements – Car Spaces 1 & 2	Swept path diagrams are to be provided to demonstrate that a B85 design vehicle can adequately enter and exit car spaces 1 and 2.

Attachment 13 - PLN18/0442 - 291-295 Swan Street Richmond - Engineering referral comments

Height Clearance - Loading Arrangements	The applicant is to explain how a Small Rigid Vehicle will be accommodated in the loading bay as the height clearance appears to be insufficient.

CARRIAGEWAY EASEMENT

Information obtained from the Landata indicates that the carriageway easement labelled as E-1 on the Landata Title (PS648227G) for 291-295 Swan Street, is also in favour of the land at 301 Swan Street.

Given the above, access to the easement must be available to all properties which are in favour of and no portion of the easement is to be used as a car space for the development.

The existing vehicle crossing off Duke Street must remain as it currently services the carriageway easement.

IMPACT ON COUNCIL ROAD ASSETS

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

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

ENGINEERING CONDITIONS

Civil Works

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

- The existing vehicle crossing on the site's Coppin Street road frontage must be demolished and reconstructed in accordance with Council's Standard Drawings, Council's *Infrastructure Road Materials Policy* and engineering requirements
- The footpath along the property's Swan Street frontage must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

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

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

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

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

Public Lighting

- To avoid light spillage into windows of private properties from the existing public light (Pole No.26528) on the north side of Swan Street, modifications must be undertaken to the satisfaction of Council and at the Permit Holder's cost.

NON-PLANNING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the *Building Regulations* 2006 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 610.
Clearance from Electrical Assets	Overhead power lines run along the east side of Coppin Street and north side of Swan Street, close to the property boundary. The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, Building design near powerlines, which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs

Attachment 14 - PLN18/0442 - 291-295 Swan Street Richmond - Open Space comments on Decision Plans

Memo

To:	**Lara Fiscalini**
Cc:	**Julia Mardjuki;**
From:	**Kevin Ayrey**
Date:	**20th July 2020**
Subject:	**PLN18/0442 – 291-294 Swan Street, Richmond - open space feedback**

Dear Lara,

I have reviewed the plans by David Edelman Architects (revised 23/05/2020) for the above planning application.

Landscaping and planting is shown on the ground level (a central space with climbers), and the 4th floor (south terrace), 5th floor (north terrace), 6th floor – rooftop (south and west terraces).

Suitable landscape plans would need to be provided as part of the planning permit requirments and would need to include the following information -

Planning permit conditions -

Planting Plans & Plant Schedules

Planting plans and plant schedules would be required containing the following information -

- Proposed plant schedule(s) with botanical name, common name, mature height and spread, installation size and plant spacing's;
- Plant selection should consider the amount of shade or sunlight each terrace will receive, as well as fostering biodiversity.
- Planting plans showing plant locations and quantities;
- A legend containing key features, materials and surfaces;
- Dimensions of any raised planter areas;

Details

Details of the raised planters would need to include –

- The planter dimensions – depth and width;
- Planter material;
- Details showing watering proofing, soil media specification, drainage and layers, mulch;

Irrigation and Maintenance notes

Notes on irrigation and maintenance would also be required -

- Information on irrigation and drainage systems
- Notes on the maintenance schedule, tasks and duration, and maintenance access.

Attachment 14 - PLN18/0442 - 291-295 Swan Street Richmond - Open Space comments on Decision Plans

Load bearing weights for the building need to be checked and confirmed by suitably qualified structural engineers against the saturated bulk density of soil media, planter box and plant mass proposed.

Please feel free to contact me if you would like me to clarify my comments (ph. 9205 5770).

Sincerely,

Kevin Ayrey

Landscape Architect

Open Space Planning & Design

Attachment 15 - PLN18/0442 - 291-295 Swan Street Richmond - Streetscape and Natural Values comments on Decision Plans

Memo

Date: 24 October 2018

Subject: 291 Swan Street, Richmond

Street trees on Swan Street

The trees are both small and do not command a significant amenity value.
I would suggest we place a minimum $8000 bond to cover both trees.
In the event they are damaged we can consider use of green infrastructure to plant new trees.
The replacement planting costs for these trees are approx. $2000.00
The amenity values are $62.00 and $249.00

Regards,

Paul Whitten
Arborist
City of Yarra
PO Box 168 Richmond 3121
M. 0427 426 224
E.paul.whitten@yarracity.vic.gov.au
W.www.yarracity.vic.gov.au

8 November 2018

640.10090.00600 291 Swan St 20181101.docx

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

Attention: Nikolas Muhllechner

Dear Nikolas

291 Swan Street, Richmond
Development Application Acoustical Review

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the mixed use development proposed for 291 Swan Street, Richmond.

Details of the report are as follows:

- Title: Assess Traffic and Tram Noise on site and calculation Attenuation Ratings of Building Components re AS 3671 Traffic Noise and determine noise effects of patron noise and services
- Reference: 18074.1
- Date: 6 September 2014
- Prepared for: Mangamero Pty Ltd (Central Club Hotel)
- Prepared by: Audiometric and Acoustic Services (A&AS)

The report was prepared to address Item 11 of the Yarra City Council RFI for the project. The RFI is reproduced below:

> 11. An acoustic report prepared by a qualified acoustic engineer outlining specific noise attenuation measures to ensure the internal amenity of the residential building is not adversely affected by external noise sources (e.g. nearby live music venues, traffic and tram noise from Swan Street) and that surrounding and proposed dwellings/residential buildings are not adversely impacted upon by mechanical plant equipment noise from the proposed development and/or live music venues.

1 Background Information

(Sections 1 and 2 of the acoustic report)

Road traffic noise is identified as the main source of impacts to the subject development. An assessment of road traffic noise to AS 3671 is proposed to be conducted.

A&AS observe in Section 2.1 that the Central Club Hotel is the only source of live music within 200 m of the proposed development. The Hotel, which is owned by the developer of the subject site, is reportedly not planning to play live music once the development is complete.

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

Background music is proposed to be played in the roof top bar proposed as part of the development.

SLR Comments: *The report does not provide an explicit description of the proposed development or the surrounds. The plans indicate that this is a seven level residential development with ground floor and a roof top bar. The original hotel structure will be maintained and the new building will be constructed abutting and above the hotel.*

Limited car parking (7 spaces) and a loading bay is proposed to be provided on the ground level, at the rear of the subject development. This will be (and currently is) overlooked by the three level townhouses at 88 Duke Street and 215 Coppin Street.

2 Traffic noise assessment

2.1 Site Measurements and predicted external noise levels

(Sections 2.0 & 2.1 of the report)

Noise loggers were deployed at two locations on the development site to quantify noise to the subject site. One logger was deployed in line with the Swan Street boundary, and a second logger was deployed adjacent to the rear façade. The $L_{10\ 18\ hour}$ levels for the logging period are presented in Table 1 of the report. These levels are compared with the data obtained in 2011. The 2018 levels are substantially higher, however the increase is attributed to the unsuitable weather conditions at the time of the 2018 logging. A&AS conducted a series of attended measurements under more suitable weather conditions to investigate the validity of the 2011 data.

A comparison between the original and recent measurements is proposed to be provided in Table 3 however only the 2011 data appears to be presented. On the basis of their comparison A&AS conclude that there has been little change in traffic noise levels since 2011, and that the earlier data is more relevant than the elevated levels measured during the 2018 logging campaign.

The measured levels have been used to predict traffic noise levels at windows of habitable rooms. The predicted levels are provided in Section 2.1 of the report.

SLR Comments: *we agree that the general assessment approach adopted by A&AS is reasonable, however we would like to see the results of the 2018 attended noise measurements to confirm that the earlier data is still valid (these results are either not presented, or are incorrectly labelled in Table 3).*

The predicted noise levels at various parts of the façade of the building (Section 2.1 of the report) align reasonably with the traffic noise levels presented in Table 3.

2.2 Design Targets

(Section 3.0 of the acoustic report)

The road traffic design targets nominated in the report are:

- 35 dBA $L_{eq,9hr}$ in bedrooms overlooking Swan Street, and
- 40 dBA $L_{eq,18hr}$ in living rooms

SLR Comments:

We recommend that the target for living rooms is the $L_{eq,15h}$ or $L_{eq,16h}$ rather than the $L_{eq,18h}$, which extends to midnight. The difference may not have any significant implications for the site however A&AS will be able to confirm.

2.3 Façade upgrade advice

(Sections 2.1 of the report)

Recommended acoustic ratings are provided for the windows, roof/ceiling and external walls of the development in Table 5 of the report. The report includes statements as to whether façade upgrade treatments from those proposed by the builder are required.

SLR Comments:

It is not possible for us to fully check the advice provided in the report without knowing the spectral characteristics of the traffic noise. However, our indicative calculations suggest that the ratings are reasonable.

The report does not include examples of the sorts of glazed systems that may be required to meet the specified ratings however the writer clearly specifies that acoustic test data is required to demonstrate compliance. On these grounds the specifications are considered adequate. We note that some of the higher rated systems (e.g. Rw 39 dB) may be difficult to obtain with small cavity glass systems.

3 Noise from the subject development

3.1 Mechanical plant

(Section 7.1 of the report)

Air conditioning mechanical plant is proposed to be installed on a roof mounted plant deck (Level 7 of the building). Details of the equipment are not currently available, however A&AS indicate that an exceedance of allowable levels is unlikely. They nevertheless recommend that an acoustic review of the equipment be conducted during the detailed design.

SLR Comments: *We agree that the roof mounted apartment air conditioning condenser units are unlikely to be a problem on this project given the distances to residences, and that a full assessment of this equipment and other plant should nevertheless be conducted during the detailed design phase of the project.*

However we recommend that the SEPP N-1 noise limits are calculated and included in the planning report. These limits will need to be met by mechanical plant associated with the existing hotel (some of this is likely to be relocated from its current roof location), and any plant serving the ground floor commercial tenancies, common areas and the roof top bar.

3.2 Patron Noise

3.2.1 Noise Targets

(Section 7.2 of the acoustic report)

Noise from patrons in the rooftop bar (Level 7) is proposed to be assessed to a level of 'background + 5 dB' during the night period. Noise limits have been identified for different hours of the proposed operating period. Different limits are identified for Friday and Saturday nights (44 to 48 dBA, with the lower limit applying to the midnight to 1 am period), and for Sundays (38 to 43 dBA, with the lower limit applying to the midnight to 1 am period).

The background noise logging was undertaken at the rear of the existing site buildings from 24 to 27 August.

A&AS state that their background noise data for Monday night (which is higher than for Sunday and approximately equal to the levels measured Friday and Saturday) suggests that the identified weekend limits could be applied on Monday to Thursday nights.

SLR Comments: *We agree that 'background + 5 dB' is a suitable target for patron noise during the night period.*

We understand that the background noise data was obtained in 2018, in the period following the traffic noise measurements (during which the weather was windy). Details of the actual weather conditions during the background noise monitoring period are not provided.

The logger location is considered appropriate for quantifying background noise levels at the potentially most impacted dwellings.

In our experience background levels early in the week are usually lower than those on Friday and Saturday nights, and we would be reluctant to accept higher limits early in the week without further evidence that the levels are typically elevated.

3.2.2 Assessment

Patron noise from the outdoor deck is assessed to the residential receivers to the north of the subject development. The critical receivers are identified as the courtyard locations (which we assume are the courtyards on Level 3 of the residential development). 100 patrons are assumed to be in the outdoor area. This is lower than the 186 patrons proposed by the applicant, but is in line with other information provided to A&AS.

Patron noise to the closest dwellings has been calculated assuming a sound pressure level of 85 dBA Leq above the crowd, and a 2.8 m high glazed barrier around the level 7 outdoor patron area. The patron sound pressure level has been calculated using the methodology developed by WMG Acoustics.

The predicted noise level in the courtyards of the closest dwellings are 44 dBA L_{eq}. This level complies with the identified limits for Friday and Saturday until 1 am, but exceeds the limits for Sundays.

A&AS recommend that the bar should not open beyond 10 pm Sundays unless other mechanisms for control are identified and implements, but that operations at other proposed times is reasonable for up to 100 patrons.

SLR Comments: *The drawings for the project seem to show a 1.5 m high glass barrier around the perimeter of the outdoor patron area, and a solid roof over the bar. Based on these parameters, and assuming that the bar ceiling is reflective, our indicative calculations suggest levels about 4 dB higher, due predominantly to reflections from the underside of the ceiling. If the ceiling of the bar is proposed to be absorptive our predicted levels would be more in line with A&AS.*

Our higher predicted levels would not comply with the identified targets beyond 11 pm Friday and Saturday nights, or beyond 10 pm on other nights of the week.

If the bar ceiling were acoustically absorptive, we would predict compliance Friday and Saturday nights until 1 am (in line with A&AS).

Likely compliance status earlier in the week is uncertain. As indicated above, we have reservations about basing noise limits on the relatively high Monday night background noise levels without further data.

4 Music

(Section 7.2 of the acoustic report)

A&AS indicate that music will be limited to background levels and advise that loudspeakers should be located around the perimeter of the outdoor deck, facing towards the centre of the bar. The recommended levels are 73 dBA and 78 dBC @ 1 m from any loudspeaker. A formal SEPP N-2 assessment is not provided in the report.

SLR Comments: *We agree that the proposed music levels are sufficiently low that a formal SEPP N-2 assessment is not warranted. However, the report should include advice for the setting and monitoring of music levels to ensure that the levels are not exceeded.*

5 SLR Summary

A review of the acoustic report prepared to address noise impacts to and from the mixed use development proposed for 291 Swan Street is provided above. The items we recommend are further addressed are summarised in the following paragraphs.

Road Traffic Noise

Attended measurements conducted in 2018 have been used to justify using the 2011 noise logging data in the traffic assessment, however the 2018 data does not appear to be presented in the report. This information should be included.

We recommend a target of 40 dBA $L_{eq,15h}$ or 40 dBA $L_{eq,16h}$ be adopted for living rooms.

Mechanical Plant

SEPP N-1 limits for noise from mechanical plant associated with the hotel and proposed new commercial tenancies should be presented in the report. Noise from these sources should be assessed to the identified limits during the detailed design of the project, when the data becomes available.

Patron Noise

Our indicative predictions of patron noise impacts are higher than A&AS due largely to our understanding that there is probably a solid, acoustically reflective, ceiling above the outdoor area. If a solid ceiling is proposed, we suggest that it be acoustically treated to control reflections.

We are also uncomfortable with the application of higher noise limits for Monday to Thursday nights on the grounds of background noise monitoring undertaken on a single Monday night. Unless further data is provided we would recommend 10 pm closing Sunday to Wednesday or Thursday nights.

Finally, the assessment has been undertaken for 100 patrons. If a greater number of patrons is proposed, non-compliance is likely. We recommend restricting patron numbers to 100.

Music Noise

We recommend that the report include guidance for setting up the sound system to ensure that SEPP N-2 limits are not exceeded. A&AS or another suitably qualified acoustical consultant be retained to provide guidance on this matter during commissioning.

Regards,



Dianne Williams
Associate – Acoustics

Checked/
Authorised by: JA

Attachment 17 - PLN18/0442 - 291-295 Swan Street Richmond - City Works comments on decision plans

CITY OF YARRA **File Note**

Date: 7 July 2020

Property Address: 291-295 Swan Street Richmond

Application No: PLN18/0442

CITY WORKS BRANCH – COMMENTS ON WMP

COMMENTS:

Double the bin footprint allows ample room for circulation and other waste requirements that may arise.
Some larger developments would require even more depending on layout etc.

For example food waste diversion is now required and glass separation is coming, the current storage room size would not be sufficient and possibly lead to extra collection days added for the various waste streams which is not a good outcome.

Let me know if you require anything further.

Regards,

Atha Athanasi
Contract Management Officer

City of Yarra – City Works Depot
168 Roseneath St CLIFTON HILL VIC 3068
T (03) 9205 5547 F (03) 8417 6666
Atha.Athanasi@yarracity.vic.gov.au
www.yarracity.vic.gov.au
Follow us on Facebook, Instagram and Twitter

Attachment 18 - PLN18/0442 - 291-295 Swan Street Richmond - City Works comments on original plans

CITY OF YARRA **File Note**

Date: 1 October 2018

Property Address: 291-295 Swan Street Richmond

Application No: PLN18/0442

CITY WORKS BRANCH – COMMENTS ON WMP

PATRICK ORR

COMMENTS:

The waste management plan for 291-295 Swan St, Richmond authored by Leigh Design and dated 10/08/2018 is not satisfactory from a City Works branch's perspective. Issues to be rectified include, but may not be limited to:

1. More detail needs to be mentioned on the separation, storage and disposal of e-waste.
2. The total bin room size is too small. It is recommended that the bin room is expanded.

Regards,

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

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

Attachment 19 - PLN18/0442 - 291-295 Swan Street Richmond - internal urban design comments on original plans

CITY OF YaRRA

MeMO

TO:	**Nikolas Muhllechner**
FROM	**David Pryor**
DATE:	**15 October 2018**
SUBJECT:	**291-295 Swan Street Richmond**
APPLICATION NO:	**PLN18/0442**
DESCRIPTION:	Part demolition; construction of a 7 storey building; use of the land for a residential hotel (serviced apartments), food and drink premises and shops

Urban design comments have been sought on matters including:
- The proposed development's integration with the streetscape and public realm, including vehicle/pedestrian entries, forecourt and lift lobby location;
- Whether there are any capital works approved or proposed in the vicinity.

These comments are provided on the plans with issue date 30th January 2018.

COMMENTS SUMMARY

This proposal is supported in principle, subject to the improvements outlined below, including the following:
- Reduce the new street wall height by at least 1.2m.
- Increase upper-level setbacks from the south, east and north boundaries;
- Reconsider the Third Floor extension above the existing building;
- Inset the service cores from the west and east walls of the upper levels;
- Increase the proportion of ground floor space allocated to habitable use and/or tree planting;
- Review the design of the security gate and the space adjoining it;
- Review the canopy extent with a view to promoting tree growth;

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

URBAN DESIGN FEEDBACK

Site and Context

Reference has been made to proposed Planning Scheme Amendment C191, including proposed DDO17. While it is understood that this currently lacks statutory significance, it does provide useful guidance.

The site sits within a Main Road area, where Clause 21.8 calls for a hard edge to be provided to Swan St.

The 3-storey Central Club Hotel currently dominates the NE corner of Swan and Coppin streets.

Attachment 19 - PLN18/0442 - 291-295 Swan Street Richmond - internal urban design comments on original plans

To the north of the site, 1 and 2-storey residential properties predominate.

Built Form and Massing

The proposed development is up to 7 storeys in height (23.25m). While this is much taller than any other buildings along the north side of this section of Swan St, there are relevant precedents along the south side, where properties have a relatively resilient rear interface in the form of the rail line. Proposed Amendment C191 contemplates development up to 24m (7 storeys) high on the subject site, subject to heritage buildings remaining visually prominent and scale being sensitive to low residential adjacencies.

The proposed street wall height is 14.25m (4 storeys), approximating the height of the adjacent heritage building. This is broadly consistent with the Preferred Requirements in the proposed DDO17, which include: *11m maximum (3 storeys) or the parapet height of the adjoining individually significant or contributory building if higher than 11m*. It would be preferable however for the new façade to be kept below the main cornice moulding of the existing parapet, in order to retain a degree of visual prominence for the heritage building and to emphasise the street corner by stepping height down away from the street corner. This involves reducing the façade height by at least 1.2m. (Reducing the façade height would have the additional benefit of slightly reducing the extent of blank side wall visible from the southeast.)

The recess proposed between the new and existing buildings is supported, noting that it helps to articulate the development and enables the heritage building to be seen in the round to a degree.

Above the street wall, the main upper form is proposed to be set back 2m from the south boundary. This is not considered sufficient for the upper levels to be recessive in their presence, and it is recommended that the front setback to be increased to something closer to the 5m minimum proposed in DDO17.

Above this, the top level has further setbacks, which are supported.

At Third Floor Level, Suite 311 introduces a form which extends above the roof and parapet of the existing hotel. While this element does not dominate, it does somewhat compromise the composition of the development, as it does not relate either to the heritage building below it or to the new, taller form to its east.

As shown on TP-600 and TP-602, the development has a significant presence when viewed from Coppin St and Duke St, towering above its 2-storey neighbours. This is partly due to the upper levels being flush with the podium walls below. It is therefore recommended that a setback be introduced at Fourth Floor level along the north and east elevations. This would also strengthen the development's composition, enable fenestration to be introduced to the east elevation, reduce the extent of blank side wall and ensure upper-level separation from any potential redevelopment at 301 Swan St. While this review does not address amenity, it is noted that the recommended upper-level setbacks would reduce the length and proximity of the upper levels impacting on the residential neighbours to the north.

Together, the built form reductions recommended above would reduce the bulk of the new works and enable the heritage building to retain a reasonable degree of visual prominence.

There appear to be some inaccuracies in the perspectives. The proposed colours are not shown. TP-600 does not show the full extent of works at Third Floor, which extend west to the existing ridge line on Drawing TP-104.

Attachment 19 - PLN18/0442 - 291-295 Swan Street Richmond - internal urban design comments on original plans

Layout and Street Interfaces

The interface with Swan St is improved in the proposal by the deletion of the crossover, the introduction of multiple retail tenancies and by building out to the boundary.

A substantial proportion of the valuable ground level space is allocated to vehicular use. It is recommended that this be reduced with a view to increasing the provision of space for tenancies, communal use and/or tree planting.

The location of the main entry is considered reasonable, noting that its location within the new component of the development facilitates disabled access and pedestrian shelter without compromising the heritage building. (Regarding lift locations, refer to *Building Design* below.)

At the existing nightclub entry there appears to be an opportunity either to restore the façade to its original condition, or, if the inset entry is to be retained, to provide disabled access to tenancy G06.

The canopy is supported in principle, but, extending to within 750mm of the kerb, it appears to compromise street tree growth. The canopy extent should therefore be reviewed in consultation with council's streetscape team.

The 3.7m high roller shutter facing Coppin St is not supported. For such a large element, a more attractive finish is warranted, and the need for this roller shutter is questionable, given that there appears to be unrestricted access to the rear of the site from Duke St. There is an opportunity for the space in front of this security gate to be attractively landscaped, providing a welcoming forecourt. Paving and other finishes around this space should be shown on the drawings.

Building Design and Finishes

The proposed finishes are generally acceptable.

White render is stipulated for the walls of the heritage building, but it is also stated that the existing building is to be refurbished to the conservation consultant's recommendations, which may not be limited to white render. This should be clarified.

It is recommended that both the service cores be relocated toward the centre of the building in order to facilitate an upper-level setback from the east boundary and minimise the extent of blank walls at upper levels.

The green wall is supported, but no planter is currently shown for this on the ground floor plan. The cladding behind the greenery needs to be specified on Drawing TP-201, noting that this will be visible until the greenery has fully grown and also in the event of the greenery failing.

The roof gardens are supported, but it is recommended that a greater level of detail be incorporated into any endorsed plans to ensure that the planting enhances the presentation of the development, is resilient and contributes environmentally. This additional landscaping information could potentially be in the form of performance criteria.

There may be opportunities to add character to the new works by reusing demolition material from the existing building, noting that this would have environmental benefit, consistent with Clause 22.10-3.5: "Maximise the retention and re-use of existing materials".

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

Attachment 20 - PLN18/0442 - 291-295 Swan Street Richmond - VicRoads referral response

vicroads
ABN 61 760 960 480

13 June 2019

Yarra City Council
PO Box 168
RICHMOND VIC 3121
Attention: Lara Fiscalini

Dear Ms. Fiscalini,

PLANNING APPLICATION NO.: **PLN18/0442**
VICROADS REFERENCE NO: **27095/18**
PROPERTY ADDRESS: **291 -295 SWAN STREET, RICHMOND**

Section 55 – No objection subject to conditions

Thank you for referring details of the above application to the Roads Corporation (VicRoads) pursuant to Section 55 of the Planning and Environment Act 1987.

The application is for part demolition of the existing hotel, the construction of a seven storey building, the use of the land for a residential hotel (serviced apartments), food and drink premises and shop, a reduction in the car parking requirement and alterations to the access to a road in a Road Zone Category 1 by removing the crossover to Swan Street.

If Council regards the proposed development favourably, VicRoads would require that the following conditions be included in any Notice of Decision to issue a Planning Permit or Planning Permit:

1. *Canopy along the Swan Street boundary to be setback back no less than 750mm from the back of kerb.*
2. *Prior to the commencement of the development excluding site preparation works, demolition, temporary sheds or structures for construction purposes, bulk excavation, site preparation and retention works, soil remediation, piling, footings, ground beams and ground slabs, the owner of the land must enter into an agreement with the Department of Environment, Land, Water and Planning (DELWP) pursuant to Section 138(A) of the Land Act 1958 for the elements of the approved development that project more than 300mm beyond the land's Swan Street boundary (i.e. the canopies, fixed shading devices, awnings etc), to indemnify the Crown in relation to any claim or liability arising from the projections within the Swan Street road reserve. This condition does not apply where written confirmation is obtained from DELWP that the above agreement is not required.*
3. *All disused or redundant vehicle crossing/s along Swan Street must be removed and the area reinstated to kerb, channel and footpath at no cost to VicRoads (the Roads Corporation) and to the satisfaction of the Responsible Authority prior to the occupation of the buildings hereby approved.*

Note: Separate consent may be required from VicRoads under the Road Management Act 2004 for all buildings and works (including projections, canopies, fixed shading devices, balcony framing etc) undertaken outside the title boundary within a Road Zone Category 1.

Attachment 20 - PLN18/0442 - 291-295 Swan Street Richmond - VicRoads referral response

vicroads
ABN 61 760 960 480

Once Council makes its decision, please forward a copy of the decision to VicRoads as required under Section 66 of the Planning and Environment Act 1987.

Should you have any enquiries regarding this matter, please contact Gillian Menegas on 03 9313 1148 or Gillian.Menegas@roads.vic.gov.au

Yours sincerely

Gillian Menegas

GILLIAN MENEGAS
SENIOR PLANNER - PLANNING REFERRALS METRO NORTH WEST REGION

1.3 PLN13/0152.03 - 200 Gipps Street and 1 Harper Street, Abbotsford - Section 72 amendment to include the use of the land as a restricted retail premises and indoor recreational facility, modify the warehouse to allow the storage of sporting goods associated with the restricted retail premises instead of furniture, display of internally illuminated business identification signage, external alterations to the existing building and a further reduction in the car parking requirements of the Yarra Planning Scheme

Executive Summary

Purpose

1. This report provides an assessment of a Section 72 amendment to include the use of the land as a restricted retail premises and indoor recreational facility, modify the warehouse to allow the storage of sporting goods associated with the restricted retail premises (instead of furniture), display of internally illuminated business identification signage, external alterations to the existing building and a further reduction in the car parking requirements of the Yarra Planning Scheme.

Key Planning Considerations

2. Key planning considerations include:
   (a) Clause 15.01 – Built Environment;
   (b) Clause 22.05 – Interface use policy;
   (c) Clause 33.01 – Industrial 1 Zone (use and buildings and works)
   (d) Clauses 22.04 & 52.05 – Signs
   (e) Clause 52.06 – Car Parking

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Use of the land;
   (b) Buildings and works;
   (c) Car parking;
   (d) Signage; and
   (e) Objector concerns.

Submissions Received

4. The application was advertised, with 10 objections and 1 letter of support for the application. The issues/concerns raised are summarised as the following:
   (a) Noise (umpire whistle, amplified music spectators);
   (b) Alcohol consumption
   (c) Traffic (laneway safety, congestion)
   (d) Car parking;
   (e) Insufficient number of bicycle spaces;
   (f) Mandate loading of vehicles;
   (g) Relocate the primary entrance along Harper Street;
   (h) Light spill;

(i) Removal of graffiti;

(j) Building to be restored in line with building heritage requirements;

(k) Non-enforcement of permit conditions

(l) Smoke emanating from the food and drink premises;

Conclusion

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

CONTACT OFFICER: **Gary O'Reilly**
TITLE: **Senior Statutory Planner**
TEL: **9205 5040**

1.3 PLN13/0152.03 - 200 Gipps Street and 1 Harper Street, Abbotsford - Section 72 amendment to include the use of the land as a restricted retail premises and indoor recreational facility, modify the warehouse to allow the storage of sporting goods associated with the restricted retail premises instead of furniture, display of internally illuminated business identification signage, external alterations to the existing building and a further reduction in the car parking requirements of the Yarra Planning Scheme

Reference: D20/126961
Authoriser: Coordinator Statutory Planning

Ward:	Langridge Ward
Proposal:	Use of the land as a restricted retail premises and indoor recreational facility, display of internally illuminated business identification signage, external alterations to the existing building and a further reduction in the car parking requirements
Existing use:	Café, office and restricted retail
Applicant:	Ultra-football
Zoning / Overlays:	Industrial Zone
Date of Application:	9 December 2019
Application Number:	PLN13/0152.03

Planning History

1. Planning Permit 87/92 was issued by the former City of Collingwood on 27 July 1987 for subdivision of the building on the site into two lots.
2. Planning Permit 89/107 was issued by the former City of Collingwood on 18 December 1989 for the refurbishment and alterations to an existing factory. At the time of the application, the building housed an office furniture factory and car repair business.
3. Planning Permit 89/286 was issued by the former City of Collingwood on 20 August 1990 for a two lot subdivision of the existing industrial building.
4. Planning Permit 92/164 was issued by the former City of Collingwood on 15 December 1992 for internal modifications of the existing building for offices/vehicles fit-out/showroom/store.
5. Planning Permit PLN13/0152 was issued by Council on 26 September 2013 for the use of the land as a warehouse (furniture) as well as a food and drinks premises (cafe) and for the sale and consumption of liquor (cafe/restaurant licence) and a reduction in the car parking and loading bay requirements as well as the construction of external alterations and additions to the existing building.
6. The permit authorised the following:

   Food and drinks premises

   (a) Hours of operation

      (i) 9.00am to 5.30pm, Monday to Friday;

      (ii) 10.00am to 5.00pm, Saturday;

      (iii) 10.00am to 4.00pm, Sunday.

   (b) Maximum number of staff – 10;

   (c) Maximum number of patrons – 50;

   Warehouse

(a) Warehouse to be used in association with a furniture store.

(b) Hours of operation:

(i) 9.00am to 5.30pm, Monday to Friday;

(ii) 10.00am to 5.00pm, Saturday;

(iii) 10.00am to 4.00pm, Sunday.

(c) Maximum number of staff – 15;

6. Amended planning permit PLN13/0152.01 was issued by Council on 27 August 2014 to alter the opening hours of the food and drinks premises (café). The changes in the hours of operation were as follows:

(a) 7.30am to 5.30pm, Monday to Friday;

(b) 7.30am to 5.00pm, Saturday;

(c) 7.30am to 4.00pm, Sunday.

7. Amended planning permit PLN13/0152.02 was issued by Council on 27 March 2018 to allow for the partial use of the land (first floor) as an office and a reduction in associated car parking. Details of the office are as follows:

(a) Hours of operation:

(i) 9.00am to 5.30pm, Monday to Friday;

(ii) 10.00am to 5.00pm, Saturday;

(iii) 10.00am to 4.00pm, Sunday.

(b) Maximum number of staff – 70;

8. The applicant has advised in further information received 28 January 2020 that:

(a) The warehouse use ceased on 16 December 2019;

(b) The Food and drink premises ceased on 29 December 2018 (café/kitchen) and 16 December 2019 (Bar);

(c) The office use ceased on 29 December 2018.

9. As the uses on site have not ceased for a period longer than two years, the uses as approved by this permit (and subsequent amendments) are considered to still be valid.

Background

10. The amendment application was lodged on 9 December 2019, with further information submitted in April 2020. The application was advertised, with 11 objections received.

11. Due to COVOD-19 (Coronavirus) restrictions, no planning consultation meeting occurred.

12. While this process was occurring, Council sought and received advice from Council's Engineering Unit and Strategic Transport. The referral advice is attached to this report.

Aboriginal Cultural Heritage Significance

13. The subject site is located within an Aboriginal Cultural Heritage Area. As the proposal only relates to the use of the site, a reduction in car parking and alterations to an existing building (cladding and signage) and as there is no significant ground disturbance, a Cultural Heritage Management Plan is not required.

Restrictive covenant

14. Both lots are subject to a restrictive covenant on their titles prohibiting the construction of a building or buildings to be used for the purposes of a woollen mill.

15. The proposed amendment will not breach this covenant

The Proposal

16. The application seeks an amendment to planning permit PLN13/0152 for use of the land as a restricted retail premises (sporting goods and accessories) and indoor recreational facility (indoor soccer pitch), display of internally illuminated business identification signage, external alterations to the existing building and a further reduction in the car parking requirements.

17. More specifically the proposal is for the following:

    Proposed uses

18. Restricted retail premises

    (a) This use is to focus on the sale of sporting goods and accessories.

    (b) Hours of operation – 10.00am to 5.30pm, Monday to Sunday

    (c) Maximum number of staff – 8

    (d) Total floor area – 1,298sqm

    (e) Car parking allocation:

        (i) 10 spaces weekdays

        (ii) 12 spaces weekends

19. Indoor recreational facility

    (a) The indoor recreational facility is to consist of an indoor soccer pitch which is primarily to be used in conjunction with the restricted retail premises. The pitch is mainly to allow patrons to trial new boots or goods prior to purchasing.

    (b) The secondary use of the pitch is to allow for 'demonstration' matches. It is this element to the soccer pitch which has triggered a permit for the use and cannot be considered as an ancillary element to the restricted retail premises.

    (c) The demonstration matches are to be played by a mix of soccer players from professional clubs and/or customers. The matches are mainly arranged by soccer brands such as Nike and Adidas and are by invitation only, mainly to launch a new product. The demonstration matches are arranged through the Ultra Football team and can be arrange by any brand or member of the public wanting to use the space. They will be marketed on Ultra Football's website and Instagram and to the customer database. People already in the store will be able to watch or may have colleagues or friends watching the game while visiting the store but they will not have large crowds.

    (d) The pitch will also be available for hire and parties but is not intended as the main function for the pitch.

    (e) Hours of operation – 10.00am to 5.30pm, Monday to Sunday.

    (f) Maximum number of staff – 8 (associated the restricted retail facility).

    (g) Demonstration matches:

        (i) No more than three matches per week;

        (ii) Each match to run for 40 minutes;

        (iii) Total persons at each match 16;

        (iv) Only one match to be played per day;

        (v) Matches are to occur on weekday evenings and on weekends (between 10am to 5.30pm);

        (vi) Car parking allocation (in association with the restricted retail premises):

            - 10 spaces weekdays

            - 12 spaces weekends

20. Warehouse

    (a) The original planning permit and subsequent amendments permitted the use of a warehouse (furniture store). It is proposed to retain the warehouse component in a scaled back operation which is to operate in conjunction with the restricted retail premises. This will result in the deletion of the furniture store component and require alterations to be permit preamble.

    (b) The warehouse is proposed for the storage of goods in associated with the restricted retail premises and for e-commerce purposes of sporting goods and accessories.

    (c) Hours of operation (no change in hours of operation – condition 3)

        (i) 9.00am to 5.30pm, Monday to Friday;

        (ii) 10.00am to 5.00pm, Saturday;

        (iii) 10.00am to 4.00pm, Sunday.

    (d) Maximum number of staff – 6 (reduction of 9 staff members – previously 15);

    (e) Total floor area – 937sqm

    (f) Car parking allocation:

        (i) 3 spaces weekdays;

        (ii) 5 spaces weekends.

21. Food and drink premise

    (a) No change in the permitted use as a food and drink premises (café) and for the sale and consumption of liquor (café/restaurant licence).

    (b) Hours of operation (no change in permitted hours of operation – condition 4)

        (i) 7.30am to 5.30pm, Monday to Friday;

        (ii) 7.30am to 5.00pm, Saturday;

        (iii) 7.30am to 4.00pm, Sunday.

    (c) Maximum number of staff – 6 (reduction of 4 staff members – previously 10);

    (d) Maximum number of patrons – 50 (no change to approved number);

    (e) Total floor area – 306sqm

    (f) Car parking allocation – 3 spaces :

22. Office

    (a) No change in the permitted use as an office/storage area along the first floor level.

    (b) Hours of operation (no change in permitted hours of operation – condition 4)

        (i) 9.00am to 5.30pm, Monday to Friday;

        (ii) 9.00am to 5.00pm, Saturday;

        (iii) 10.00am to 4.00pm, Sunday.

    (c) Maximum number of staff – 8 (reduction of 62 staff members – previously 70);

    (d) Total floor area – 440sqm

    (e) Car parking allocation:

        (i) 4 spaces weekdays;

        (ii) 0 spaces weekends.

Buildings and works

23. Installation of a 2.2m high by 3.3m wide section of perforated folded metal cladding (blue powdercoated finish) with metal cladding over steel frame (yellow powdercoated finish) above the entry to Gipps Street.
24. Installation of a 2.5m high by 3.3m wide section of perforated folded metal cladding (blue powdercoated finish) and metal cladding over steel frame (yellow powdercoated finish) along the western wall, east of the pedestrian entry to Gipps Street.
25. Three 8.5m high flag poles (not depicted in Figure 1 below) along the eastern wall adjacent to the pedestrian entrance to Gipps Street.
26. Extension of the warehouse into the existing car park and subsequent reduction to the car parking area resulting in a reduction of onsite car parking spaces from 30 spaces to 20 spaces.

Signage

Signage - Gipps Street facade (figure 1)

	Type	**Location**	**Area**
Sign 1	Internally illuminated “ultimate football” business identification sign (acrylic white opal)	Above the entry along Gipps Street	1sqm
Sign 2	Internally illuminated “crest” business identification sign (acrylic white opal)	Above the entry along Gipps Street	0.6sqm
Sign 3	Non-illuminated white crest business identification sign (white)	Eastern wall to the entrance along Gipps Street	5.75sqm
Sign 4	Non-illuminated crests (acrylic blue) business identification sign	Parapet wall to Gipps Street (south-east corner)	1.54sqm
Sign 5	Non-illuminated crests (acrylic blue) business identification sign	Parapet wall to Gipps Street (south-west corner)	1.54sqm
Sign 6	Internally illuminated “crest” business identification sign (acrylic blue)	Parapet wall to Gipps Street (centrally located)	1.54sqm
Sign 7	Internally illuminated “ultimate football” business identification sign (acrylic white opal)	Parapet wall to Gipps Street (centrally located)	2.45sqm

Signs 8-12	Four, non-illuminated business identification banners	First floor columns to Gipps Street facade	Individual – 2.7sqm Combined – 10.8sqm
Signs 13-16	Three flags containing business identification material	Main entry along Gipps Street attached to the 8.5m high flagpoles	Individual – 3.12sqm Combined – 9.36sqm



Figure 1 – Proposed signage and cladding to Gipps Street façade

Signage – Harper Street façade (figure 2)

	Type	**Location**	**Area**
Sign 17	Internally illuminated “ultimate football” business identification sign (acrylic blue)	Above roller door to Harper Street	1sqm
Sign 18	Internally illuminated “crest” business identification sign (acrylic blue)	Above roller door to Harper Street	0.6sqm
Sign 19	Non-illuminated parking and pick-up business identification sign (acrylic blue)	Above roller door to Harper Street	0.465sqm

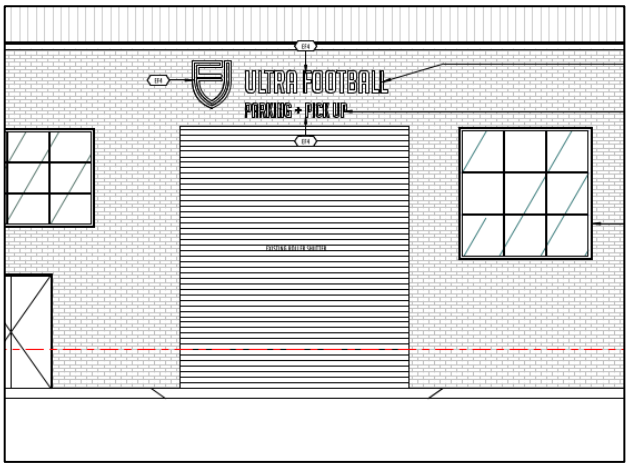


Figure 2 – Harper Street signage

Existing Conditions

Subject Site

27. The subject site comprises two lots fronting Gipps Street (Lot 2) and Harper Street (Lot 1). The northern end is occupied by Lot 1 and is known as 1 Harper Street. The southern end is occupied by Lot 2 and is known as 200 Gipps Street (Figure 3). The combined lots are generally rectangular in shape with a 26.01m frontage to Gipps Street and a maximum length of 162m, resulting in an overall area of approximately 4,186sqm.

28. The site is developed with a part single, part double storey brick building built to all boundaries, with the exception for small recessed sections to Gipps Street adjacent to the eastern and western side boundaries. A saw tooth roof is provided to the majority of the building, with a flat-roofed section toward the centre of the site and transverse gable to the two storey element, also located toward the centre of the site.

29. Extending to the Gipps Street frontage is a raised outdoor terrace that has previously been used for outdoor seating associated with the cafe. The terrace is enclosed by single storey projecting elements to either side, also built to the front boundary. The main pedestrian entrance is to the west of the westernmost single storey element, set back from Gipps Street within the double-height section of the building. The double-height section of the building has several large windows facing Gipps Street at the upper part of the wall. While this section of the building presents as two storey, inside it is a single storey, double-height space. This front section of the building was previously occupied by the food and drink premises (café) (now vacant).



Figure 3 – Subject site No. 200 Gipps Street, Abbotsford (Source: Google)

30. Behind the café is the warehouse component of the building, which is occupied by a large display area of 2,475sqm. Beyond this is an enclosed car parking area containing 30 car spaces and 5 bicycle spaces. Access to this car park is via the existing roller door along Harper Street (Figure 4).

31. To Harper Street, the building is single storey, containing several windows as well as a pedestrian entry door and vehicle entry roller door (Figure 4).



Figure 4 – No. 1 Harper Street frontage (Source google)

32. The western side of the building faces a 3m wide laneway running in a north-south direction. The boundary walls of the building are between one/two storeys in height with several windows, two pedestrian doors and a roller door.

33. The eastern side of the building faces a 6m wide lane and is one to two storeys in height. Like the western elevation, the eastern side contains many windows along the ground and first floor levels as well as roller doors including a double width door approximately halfway between Gipps and Harper Streets.

34. The first floor was previously occupied by an office/store area with a combined floor area of approximately 440sqm. Access to the office is via two stairwells with pedestrian access via a laneway along the eastern boundary. The office has a floor area of approximately 321sqm (and 119sqm storage area).

Surrounding Land

35. Since the last amendment was granted on 27 March 2018, there have been no substantial changes in the surrounding area. Below is an excerpt from the previous Officer's report:

36. The *subject site is located on the western edge of a large area of commercial and industrially zoned land bordering the Yarra River from east of the Carlton and United Brewery to the Abbotsford Convent in the north. The precinct contains a wide range of uses and represents a diminishing yet valuable component of the City of Yarra's economy and industrial/manufacturing heritage.*

37. *To the north of the subject site is Harper Street which contains a variety of commercial/industrial buildings and uses as well as offices.*

38. *Similarly, to the south, across Gipps Street, properties are developed with commercial/industrial buildings between one and three storeys in height. These buildings are generally built to all boundaries and contain a variety of uses in including offices, warehouse and light industrial industries.*

39. *To the east of the site is a 6m wide laneway beyond which are a series of two storey industrial/commercial buildings with both pedestrian and vehicle/delivery entries. These buildings contain a variety of uses including offices, manufacturing industries and warehouses.*

40. *To the west of the site is a 3m wide laneway beyond which are residential properties fronting Nicholson Street. These properties are generally one and two storey dwellings with rear yards facing the subject site. Dwellings generally have brick, iron or timber fences or roller doors to the laneway."*

41. *The subject site is located within an Industrial Zone, with good access to public transport, retail and is in close proximity to the Victoria Street Activity Centre. Surrounding infrastructure includes:*

    (a) *Collingwood Train Station located 325 metres to the west*

    (b) *There are multiple bus services along Punt road (routes 246, 302-4-9, 318, 684, 905 to 908) located 430m to the west; and*

    (c) *Victoria Street which is located 520m to the south and provides a mix of shops, food and drink premises and supermarkets;*

    (d) *There are two tram routes (12 & 109) also operating along Victoria Street.*

Legislation Provision

42. The amendment has been requested pursuant to Section 72 of the *Planning and Environment Act 1987* (the Act).

43. Section 72 of the Act states:

    (a) A *person who is entitled to use or develop land in accordance with a permit may apply to the responsible authority for an amendment to the permit.*

    (b) This *section does not apply to-*

44. The planning permit was issued on 26 September 2013. The Tribunal has not directed that the responsible authority must not amend the permit, nor was the permit issued under Division 6 of the Act.

45. Section 73 of the Act states that Sections 47 to 62 of the Act apply to the amendment application. This allows the Responsible Authority to apply the abovementioned sections of the Act to the amendment application as if it was an application for a permit.

Planning Scheme Provisions

Zoning

Clause 33.01 – Industrial 1 Zone

46. Pursuant to Clause 33.01-1 of the Yarra Planning Scheme (the Scheme), a planning permit is required to use land for a restricted retail premises, an indoor recreational facility and an office. As identified previously, the existing permit (subject to the current amendment) already allows for the use of the first floor as an office.

47. Pursuant to Clause 33.01-1 of the Scheme, a planning permit is not required to use land for a warehouse, however it must not be for a purpose listed in the table to Clause 53.10 with no threshold distance specified. The storage of sporting goods is not a use listed in Table 53.10 (threshold distance or otherwise), as such no permit is required for this use.

48. Pursuant to Clause 33.01-4 of the Scheme, a planning permit is required to construct or carry out works.

49. Pursuant to Clause 62.02-2 of the Scheme, a planning permit is not required for construction or carry out of works associated with a flagpole unless specifically required by the Scheme. The Industrial 1 Zone does not specifically require a permit for a flagpole, thus no permit is required for the proposed flagpoles under the Zone.

Overlays

50. No overlays affect the subject site.

Particular Provisions

Clause 52.05 – Signs

51. Pursuant to Clause 33.01-5 (signs) of the Scheme advertising sign requirements are contained at Clause 52.05. This zone is in a Category 2 (office and industrial) with regards to signage.

52. Business identification signs are a Section 1 (no permit required) provided the following condition is met:

    (a) *The total display area of all signs to each premises must not exceed 8sqm. This does not include a direction sign.*

53. Internally illuminate signs are a Section 1 (no permit required) provided the following condition is met:

    (a) The display area must not exceed 1.5sqm. The sign must be more than 30 m from a residential zone or pedestrian or traffic lights.

54. The proposal includes a total signage area 36.65sqm (7.22sqm internally illuminated), triggering a permit for both the display of business identification signage and internally illuminated signage.

Clause 52.06 – Car parking

55. Clause 52.06-2 of the Scheme states that before a new use commences, the number of car spaces required under Clause 52.06-5 must be provided on the land to the satisfaction of the Responsible Authority.

56. Where a use is not specified in the table to clause 52.06-5, an adequate number of car spaces must be provided to the satisfaction of the responsible authority. The use as a restricted recreational facility (indoor recreational facility) is not specified in the table. Therefore an adequate number of car spaces must be provided to the satisfaction of the responsible authority.

57. The requirements of Clause 52.06-5 are shown in the table below:

Use	**Rate (Column B) required under the Scheme**	**Car parking spaces required under the Scheme**	**Car parking spaces proposed**	**Variation (reduction) required**
Food and drink premises (café)	3.5 spaces to each 100sqm of leasable floor area	10	3	7
Restricted retail premises	2.5 spaces to each 100sqm of leasable floor area	32	Weekdays – 10 Weekends – 12	Weekdays – 22 Weekends – 20
Indoor recreational facility	No specified rate	N/A	0	N/A
Warehouse	2 to each premises, plus 1 spaces to each 100sqm of net floor area	11	Weekdays – 3 Weekends – 5	Weekdays – 8 Weekends – 6

Office	3 spaces to each 100sqm of net floor area	13	Weekdays – 4 Weekends – 0	Weekdays – 5 Weekends – 9
Total		**66**	**20**	**42**

58. Pursuant to Clause 52.06-3, a permit is required to reduce (including reduce to zero) the number of car spaces required under Clause 52.06-5.

Clause 52.34 – Bicycle facilities

59. Pursuant to Clause 52.34-1, a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage are provided on the land. The following table identifies the car parking requirement under Clause 52.34-3, the provision on site, and the subsequent reduction below the statutory requirement:

Use	**Statutory Requirement**	**Spaces required**	**On-site Provision**	**Reduction requested**
Food and drinks premises (café) – (retail)	1 to each 300sqm of leasable floor area 1 to each 500sqm of leasable floor area	1 N/A	1 N/A	0 N/A
Restricted retail premises – (retail)	1 to each 300sqm of leasable floor area 1 to each 500sqm of leasable floor area	4 2	4 2	0 0
Indoor recreational facility - (minor sports and recreation facility)	1 per 4 employees 1 to each 200sqm of net floor area.	2 3	2 3	0 0
Warehouse	Not listed	N/A	N/A	N/A
Office	1 to each 300sqm of net floor area if the net floor area exceeds 1000sqm 1 to each 300sqm of net floor area if the net floor area exceeds 1000sqm	N/A Floor area does not exceed 1000sqm	N/A	N/A
Total		12	15	0 (3 Surplus)

60. Clause 52.34-2 states that a permit may be granted to reduce or waive this requirement. Clause 52.34-5 contains bicycle signage requirements.

General Provisions

Clause 65 – Decision guidelines

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

Operational provisions

62. Pursuant to Clause 73.03 the proposed uses are defined as follows:

63. Restricted retail premises (where relevant):

(a) *Land used to sell or hire:*

(i) Sporting, cycling, leisure, fitness goods and accessories.

64. Indoor recreational facility

(a) *A building uses for indoor leisure, recreation, or sport.*

Planning Policy Framework (PPF)

Clause 11.01-1S

65. The objective of this clause is "*to promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements".*

Clause 13.05-1S – Noise abatement

66. The relevant objective of this clause is *"To assist the control of noise effects on sensitive land uses".*

Clause 15.01-1S – Urban Design

67. 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

68. The relevant objective of this clause is *"to achieve building design outcomes that contribute positively to the local context and enhance the public realm".*

Clause 17.01-1S – Diversified Employment

69. The objective of this clause is "*to strengthen and diversify the economy".*

Clause 17.02-1S – Business

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

Clause 18.01-1S – Land use and transport planning

71. The objective of this clause is *"to create a safe and sustainable transport system by integrating land use and transport".*

Clause 18.02-1S – Sustainable Personal Transport

72. The objective of this clause is "*to promote the use of sustainable personal transport".*

Clause 18.02-2R – Principal Public Transport Network

73. Relevant strategies for this clause are:

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

Local Planning Policy Framework (LPPF)

Clause 21.04 – Land use

Clause 21.04-3 – Industry, office and commercial

74. Relevant objectives and strategies for this clause are:

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

Clause 21.05 – Built form

Clause 21.05-2 – Urban design

75. The relevant objective and strategy of this clause are:

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

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

Clause 21.06 – Transport

76. The relevant objectives and strategies of this clause are;

(a) To facilitate public transport usage.

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

(c) To reduce the impact of traffic.

Clause 21.08-1 – Neighbourhoods (Abbotsford)

77. This clause sets out the locally specific implementation of the objectives and strategies for Yarra's neighbourhoods. The subject site is located within the 'Abbotsford' neighbourhood, and is identified as:

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

Relevant Local Policies

Clause 22.04 – Advertising Signs Policy

78. This policy applies to all permit applications for development that incorporate signage. The relevant objectives of this policy are:

(a) *To ensure that signs contribute to and do not detract from the visual amenity of commercial precincts, activity centres and residential areas*

(b) *To minimise visual clutter*

(c) *To ensure that signs are not the dominant element in the streetscape*

(d) *To protect and enhance the character and integrity of places of heritage significance*

(e) *To maintain vehicular and pedestrian safety.*

Clause 22.05 – Interface Uses Policy

79. This policy applies to applications for use or development within Industrial Zones (amongst others). The relevant objectives of this clause are:

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

80. It is the policy under this clause that:

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

Clause 22.07 – Development Abutting Laneways

81. The objectives of this clause are:

(a) *To provide an environment which has a feeling of safety for users of the laneway.*

(b) *To ensure that development along a laneway acknowledges the unique character of the laneway*

(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

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

Advertising

83. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 231 letters sent to surrounding owners and occupiers and by two signs displayed on site. Council received 10 objections and 1 letters of support, the grounds of which are summarised as follows:

(a) Noise (umpire whistle, amplified music & spectators);

(b) Alcohol consumption

(c) Traffic (laneway safety, congestion)

(d) Car parking;

(e) Insufficient number of bicycle spaces;

(f) Mandate loading of vehicles;

(g) Relocate the primary entrance along Harper Street;

(h) Light spill;

(i) Removal of graffiti;

(j) Building to be restored in line with building heritage requirements;

(k) Non-enforcement of permit conditions

(l) Smoke emanating from the food and drink premises;

84. As a result of COVID-19 (Coronavirus) restrictions, no consultation meeting was held.

Referrals

85. The referral comments are based on the advertised plans.

External Referrals

86. The application was not required to be externally referred.

Internal Referrals

87. The application was referred to the following units within Council:

(a) Engineering Services Unit

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

89. In addition and as a result of objector concerns raised, the application was informally referred to Council's Acoustic Advisor who provided the following advice:

    (a) *We don't think an acoustic report is required given the proposed operating hours (10 am to 5:30 pm 7 days a week), and provided that there is not proposed to be any amplified speech, crowds watching games or whistle use.*

    (b) *Amplified speech should meet a 'background + 5 dB' target at dwellings, in accordance with EPA Publication 1254. This may be difficult to achieve given the building construction (which is unlikely to be good for acoustics). For this reason, an acoustic report should be prepared if they propose amplified speech at any time.*

    (c) *There are no noise limits for crowd noise or whistle use, so it will be important to limit the possibility of these sources causing nuisance, rather relying on the need for compliance to address potential impacts. Could you find out a bit more about what they are planning (in terms of whistle use and crowds), and perhaps tailer the permit condition to allow for very limited and infrequent noise from these sources, at reasonably non-sensitive times of the day/week, if they are proposed at all?*

    (d) *Alternatively, you could have a blanket 'no whistles and no amplified speech' rule, and potentially restrict the number of patrons.*

    (e) *I think a maximum of 20 spectators would be reasonable. This advice takes into consideration:*

        (i) The limited proposed use (up to 3 x 40 minute sessions per week

        (ii) The restricted times of use (10 am to 5:30 pm on any day), and

        (iii) The fact that there are no mandatory limits for spectator or sport noise

    (f) *If more spectators are proposed, I would recommend that the applicant get an acoustic report prepared to address the proposed use. The report should assess noise from the use to SEPP N-1 (even though the limits do not formally apply to crowd noise. It would also be desirable for any acoustic report that is prepared to take into consideration existing noise from this, or a similar, use, rather than to provide a theoretical assessment of noise*

90. The application was also referred to Council's Strategic Transport Unit given the proposed installation of additional bicycle spaces with the car park. The following advice was provided:

    (a) *The existing bike parking associated with the food and drinks business at the Gipps Street frontage are not present.*

    (b) *Both the "existing" and proposed bike store refer to an old version of the AS2890.3 spacing requirements (which are also outdated in cl 52.34). Bike spaces should be 1.8m long x 0.5 wide (they are shown as 1.7m x 0.7m in one location and 1.7m x 1m in another).*

    (c) *The traffic report indicates that 4 bicycle spaces are for employee use. These should be in a secure location, given the car park is accessible to both employees and visitors – the current location is not secure.*

OFFICER ASSESSMENT

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

    (a) Use;

    (b) Buildings and works;

    (c) Signage;

    (d) Car parking / traffic; and

    (e) Objector concerns.

(f) Amended permit preamble and conditions

Use

92. The key considerations for a new or modified use are the decision guidelines at clause 33.01-2 (use of land) pertaining to the Industrial 1 Zone and the Interfaces Use Policy at clause 22.05 of the Scheme.

93. The proposed uses are to be located within the existing building, with very minor external alterations (including the installation of signage) proposed. As such, the proposal would not contribute to visual impacts or a significant change in appearance. The potential impact from the minor buildings and works and signage proposed will be discussed later in the report.

94. The proposed uses of the site would not result in further overlooking opportunities than the existing activities, with no additional window openings proposed as a result of this amendment. The operating hours of all uses are limited to day-time hours only, as such, the proposed activities on the site would not result in any light spill. The activities proposed would not omit odours or air emissions.

95. The proposed uses would not be expected to place any increased pressure on the availability and connection to services, nor would it affected existing drainage of the land. Furthermore, the amendment seeks to use the full area of the site, with no interim uses proposed. Further discussion and assessment of each use is provided within the sections below.

Food and drink premises/office

96. The food and drink premises and office are existing uses that are to remain unchanged in terms of the hours of operation, floor area and number of patrons (food and drink premises). The only alterations will be to the permitted number of staff.

97. The food and drink premises will reduce the total number of staff from 10 to 6. The office will reduce the total number of permitted staff from 70 to 8. This is an overall reduction of 66 staff members is a significant reduction in the intensification of the uses on site.

Warehouse

98. The warehouse component is to be altered in terms of a reduction in the floor area, staff numbers and the type of goods to be stored (i.e. sporting equipment rather than furniture). This change in the type of goods stored would not cause any adverse impacts in regard to impact on existing sensitive uses proximate to the site. The only anticipated difference would be a reduced demand on loading vehicles as goods as the sports good would most likely be more readily transported compared to the more bulky furniture goods.

99. Condition 15 of the permit also provides protection to the residential interface along Nicholson Street by prohibiting the loading and unloading of vehicles within the laneway to the west (i.e. Nicholson Street). Furthermore, it is not anticipated that that the change in goods to be stored would be impacted by any existing surrounding industries.

Restricted Retail premises

100. The restricted retail premises relates to the sale of sporting goods and accessories. The use is to operate within the existing building and have a total floor area of 1,298sqm. The hours of operation are 10.00am to 5.30pm, Monday to Sunday and will have a maximum of 8 staff. The car parking assessment identified that the peak demand will be during the weekend period.

101. As discussed earlier in this report, the use is to be contained within the existing building, with no increase in the overall built form. The proposed use would not result in further overlooking opportunities than the existing activities, with no additional window openings proposed as a result of this amendment. The operating hours of all uses are limited to day-time hours only, as such, the proposed activities on the site would not result in any light spill. The activities proposed would not omit odours or air emissions. Noise from the use would be restricted and associated with the typical operation of a retail premise and not generate significant noise. This will be discussed in more detail later in this report.

102. The loading and unloading of good would be similar to permitted use of the land as a furniture warehouse. As discussed above, condition 15 prohibits loading and unloading along the western laneway which abuts the Nicholson Street interface.

103. Car parking demand is not expected to noticeably increase, with this to be discussed in greater detail later in the report.

Indoor Recreational Facility

104. The indoor recreation facility consists of an indoor soccer pitch with a total floor area of 533sqm. The pitch is primarily to be used in conjunction with the restricted retail premises to allow patrons to trial new boots or similar goods prior to purchasing. The hours of operation are identical to the restricted retail premises at 10.00am to 5.30pm, Monday to Sunday. There is no increase in the number of staff, with the 8 staff members associated with the restricted retail premises to also manage this area.

105. In addition, the pitch is to be used for demonstration matches. It is proposed to play a maximum of three matches per week (one per day), for a maximum of 40 minutes and to have a maximum of 16 persons.

106. The primary concern with regard to off-site amenity impacts is the potential noise on the adjoining residents to the west of the 3m wide laneway from the use of the soccer pitch for demonstration matches.

107. In response to objector concerns to noise impacts associated with the demonstration matches, Council Officers informally referred the proposal to an external Acoustic Engineer (SLR Consulting). Their review found that an acoustic report was not warranted given the limited hours of operation and provided that there is to be no amplified speech, large crowds watching the games or whistle use.

108. To ascertain whether large crowds are likely to occur, greater detail on the demonstration matches was sought from the applicant. The applicant has advised that the demonstration matches are to be played by a mix of soccer players from professional clubs and/or customers. The matches are mainly arranged by soccer brands such as Nike and Adidas and are by invitation only, mainly to launch a new product. The demonstration matches are arranged through the Ultra Football team and can be arranged by any brand or member of the public wanting to use the space. The applicant has advised that these matches will be marketed on Ultra Football's website, social media and to the customer database. It is intended that people already in the store would be able to watch or may have colleagues or friends watching the game while visiting the store but they will not have large crowds.

109. As the applicant's description of the demonstration matches suggests that it may attract crowds, further advice was sought from SLR Consulting. It was recommended by SLR Consulting that in addition to the 16 persons limit associated with the match, a maximum of 20 spectators could be permitted without causing unreasonable noise disturbance to the nearby residents to the west. Given that the pitch is located within the restricted retail premises, a condition will be included that a maximum of 20 persons permitted within the restricted retail premises during any demonstration matches. This will ensure that there will be no more than20 spectators.

110. The applicant has also indicated that pitch will be available for party hire. To ensure that this activity does not result in any unreasonable noise impacts to the adjacent residential interface, the use of the pitch for parties or other private hire will be conditioned to abide by the same restrictions as the demonstration matches.

111. Further to the above conditions, to provide additional noise protection as per the recommendations of SLR Consulting, conditions will also be included requiring that there be no amplified speech or the use of whistles. In addition, a condition will be included for all windows and doors along the western boundary to be closed while the pitch is in use. This combination of conditions is considered to provide an acceptable level of protection to the dwellings along Nicholson Street.

112. Furthermore, the existing permit has conditions to protect the adjoining residents, which will also apply to the indoor recreational facility. These include:

    (a) *No live or DJ playing amplified music may be provided on the premises. Any amplified recorded music must be restricted to background levels only.*

    (b) *The uses must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N1) or State Environment Protection Policy (Control of Music Noise from Public Premises) No. N 2, as relevant, to the satisfaction of the Responsible Authority.*

    (c) *No deliveries or loading or unloading of any goods may occur via the laneway on the western side of the site.*

    (d) *All delivery and collection of goods associated with the all land uses must be conducted between 9.00 am and 5.30 pm Monday to Friday to the satisfaction of the Responsible Authority.*

113. Subject to the permit conditions discussed above the proposed and modified uses are not expected to have a detrimental effect on the surrounding sensitive uses.

114. The impact on car parking and traffic will be discussed later within this report.

115. The surrounding nearby industries include primarily a mix other restricted retail premises and offices. Given the similar operation of these uses to the proposed uses, it is unlikely that the operations of these activities will be adversely impacted by the proposed uses.

116. Pursuant to condition 14 of the permit, there is an existing Waste Management Plan (WMP) endorsed for the subject site. Based on the current amendment and proposed uses, this WMP would need to be updated. No updated WMP has been submitted as part of this amendment and as such a condition will be included for the applicant to submit an updated plan.

117. Plans identify three separate bin storage areas within the building and accessed via the eastern façade along the laneway. This will ensure the bins are out of sight and reduces the risk of odour to the sensitive residential uses given its location along the eastern laneway.

Buildings and works

118. There is to be no alterations to the overall built form, with the works confined to the application of metal cladding to the building's entry and three new flagpoles (no permit required for the flagpoles). The cladding is located to the ground floor and is partially transparent being composed of perforated metal. While the site is not subject to a heritage overlay, or any other specific built form controls, the works are considered modest and will ensure that the building retains the strong red brick appearance to Gipps Street.

119. While the cladding to the western wall will cover existing windows, the perforated metal will continue to allow some views in and out of the site



Figure 5 – Proposed works to Gipps Street entry

Signage

120. The proposed signs will be assessed against the decision guidelines of Clause 52.05 and the local advertising signs policy of Clause 22.04. The signage provisions of Clauses 52.05 and 22.04 have consistent objectives pertaining to the protection of the visual amenity of the area – particularly the minimisation of visual clutter – as well as major view corridors and vistas, and the amenity of dwellings.

121. The signage component to this application consists of signs along the Gipps Street and Harper Street interfaces. It is considered that, subject to conditions, the display of the proposed signage will be appropriate in the identification of the business address on site and in this location. The subject site is located within an industrial zone, where business identification signage is typical of signs found in the area.

Design

122. The decision guidelines contained within Clause 52.05 requires the Responsible Authority to consider, "*the relationship to the site and building"*. Clause 52.05-8 identifies the following guidelines when assessing this relationship and includes:

(a) The scale and form of the sign relative to the scale, proportion and any other significant characteristics of the host site and host building.

(b) The extent to which the sign displays innovation relative to the host site and host building.

(c) The extent to which the sign requires the removal of vegetation or includes new landscaping.

123. The design policy at Clause 22.04 (Advertising Signs) also encourages signage to be proportional to the host building. The host building is double storey in scale and has a 26.01m wide frontage to Gipps Street and Harper Street. Signage to both interfaces is to consist of a combination of illuminated and non-illuminated business identification signs located along the ground and first floors (parapet).

124. The Gipps Street interface consists of four crests, two texts signs and four banners. The signs are located above the entry, along the first floor (columns) and along the parapet (figure 6). None of these signs will obstruct any key architectural elements such as windows or doors.

125. The restaurant name is to be confirmed and is to replace an existing business identification sign approved under the original application (0.52m high by 4.8m wide). No specific name has been given for the food and drinks premises. However, given it is to replace an approved sign, it is considered acceptable.

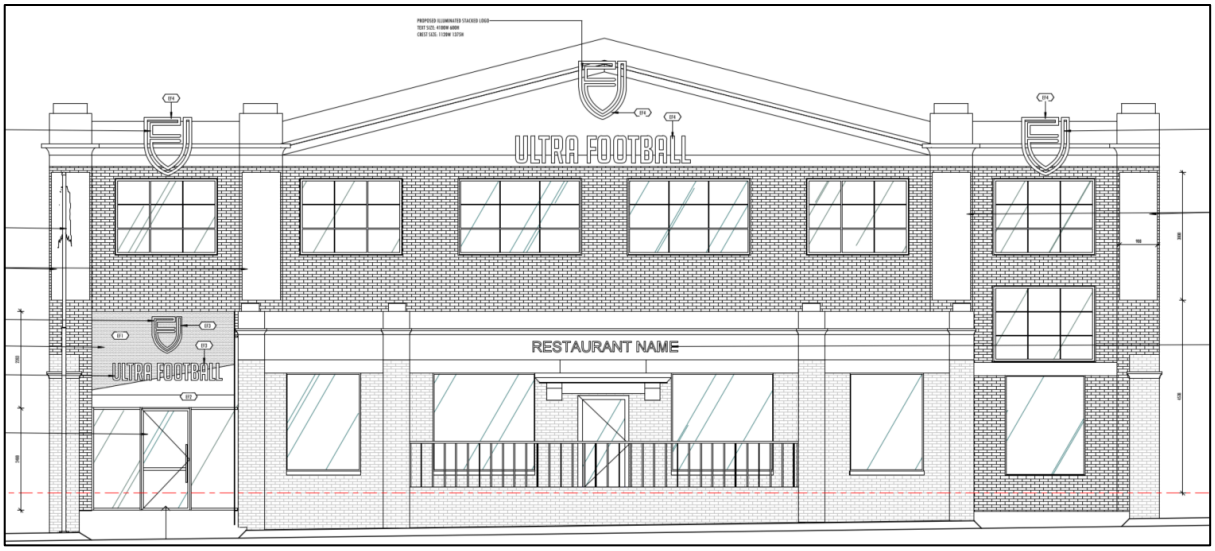


Figure 6 - Proposed signage to Gipps Street facade

126. The Harper Street interface consists of one crest sign and two texts signs. The signs are located above the roller door entry (figure 7).

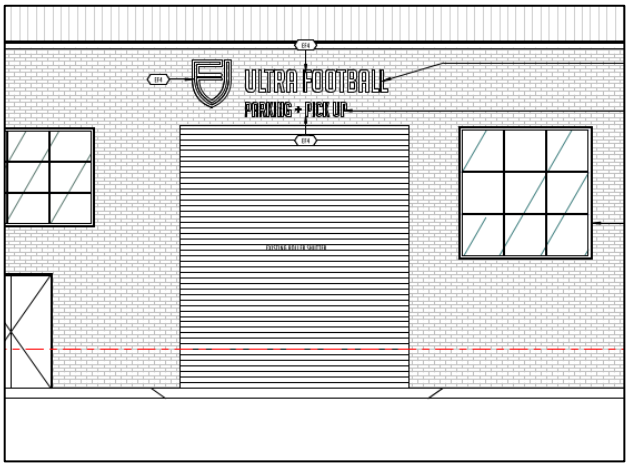


Figure 6 - Proposed signage to Gipps Street facade

127. Whilst the host building already has existing signage associated with the ground floor food and drinks premises, given the relative small scale of the overall number signs, combined with the large surface area of the host building, ensures that the signage will not result in visual disorder or clutter. The flags are to be located adjacent to the main entry along Gipps Street and are not physically attached to the host building. There are a total of three flags with a combined area of 9.36sqm. The banners have a combined area of 10.8sqm and are located along the four vertical columns of the facade. Both the flags and banners are temporary in nature in that they can be removed with ease. The width of the banners at 0.9m is identical to the vertical column width, ensuring that they are in proportion with these elements. All of the proposed signs will occupy a relatively small area of the building's façade, with the red brick and glazed finish being the dominant element presenting to both streets.

Streetscape

128. In addition to the relationship to the site and host building, Clause 52.05-8 also requires consideration to be given to the relationship to the streetscape, setting or landscape. Clause 52.05-8 identifies the following guidelines when assessing this relationship and includes:

(a) The proportion scale and form of the proposed sign relative to the streetscape, setting or landscape.

(b) The position of the sign, including the extent to which it protrudes above existing buildings or landscape and natural elements.

(c) The ability to screen unsightly built or other elements.

(d) The ability to reduce the number of signs by rationalising or simplifying signs.

(e) *The ability to include landscaping to reduce the visual impact of parts of the sign structure.*

129. The proposed signage is appropriate having regard to the character and context of the immediate area. The proposed signs are orientated to both Gipps Street and Harper Street, which interface with industrial zones. Business identification signs are common with the area given the industrial and commercial zoning. Only two of the crest signs located within the south-east and south-west corners of the Gipps Street façade will slightly protrude above the parapet. However, this is considered acceptable as if the signs were located any lower, they would most likely encroached onto the windows below. Furthermore, neither sign will protrude above the building's maximum height, a centrally located pediment element.

130. Given the large surface area of the building's façade and the signs proportions, they will not be a dominant feature or occupy a large area on the facade. The majority of the building's features will still be visible with no screening of any unsightly elements proposed. The relatively small area the signs occupy to the building's façade area is considered acceptable in terms of rationalising or simplifying signs.

131. Given the relative size of the signs and the existing presence of signage within the immediate area, the signs will not result in a detrimental impact to this streetscape.

132. Clause 52.05 breaks down the impacts on views and vistas into four decision guidelines:

    (a) *The potential to obscure or compromise important views from the public realm.*
    (b) *The potential to dominate the skyline.*
    (c) *The potential to impact on the quality of significant public views.*
    (d) *The potential to impede views to existing signs*

133. The proposed signs are not anticipated to obscure or compromise important views from the public realm. The signs are to be constructed flush to the building's façade and only slightly extend above the parapet wall along Gipps Street.

Construction and support

134. The proposed signs will not impede upon the movement of pedestrians or vehicles given the signs will be fixed to the host building. All electrical equipment and supports will be integrated into the overall structure and will be concealed from view from surrounding streets. As discussed above, the siting of the sign and its supporting structures and equipment will not result in any impact to important views or vistas, as encouraged by the policy.

Illumination and animation

135. The proposed signs will not be animated or flashing. As discussed above, the signs will have an interface to Gipps Street and Harper Street, which both interface other industrial zones. There is to be no signs along the western façade, which has a sensitive residential interface. As such, the illuminated signage will not result in unreasonable light spill to surrounding dwellings.

Commercial and industrial areas

136. The proposed signs are generally consistent with the policy for commercial areas, and as previously discussed, the scale and type of all signs are appropriate and are similar to other signage found on adjoining sites and in the wider surrounding area.

137. Overall, it is considered that the proposed signage is generally consistent with local advertising signs policy of Clause 22.04 and the decision guidelines of Clause 52.05

Traffic

138. There are no animated, digital, flashing or reflective sign proposed and as such will not impede on the safety of pedestrians and vehicles. The signs are to be constructed flush to the building's façade and are setback a minimum of 6m from Gipps Street. This distance, particularly to Gipps Street, combined with their location flush with the building façade is considered to not impact on road safety and will not be a safety hazard.

Car parking and traffic

Car parking

139. With the exception of the indoor recreational facility, all of the uses have specific rates as outlined earlier within the report. The amendment seeks to reduce the number of on-site parking from 30 spaces to 20 spaces, with the remaining spaces allocated to the uses as follows:

    (a) Food and drink premises – 3 spaces

    (b) Restricted retail premises – 10 spaces (weekdays) and 12 spaces (weekends)

    (c) Indoor recreational facility – 0 spaces

(d) Warehouse – 3 spaces (weekdays) and 5 spaces (weekends)

(e) Office - 4 spaces (weekdays only)

140. Although there is a reduction of 10 on-site car spaces, there will also be a significant reduction in the number of staff on site. The food and drink premises and office components are proposing to reduce their overall staff numbers by 66 persons. This will be a significant reduction in the overall parking demand for staff.

141. The proposal is to provide a total of 20 off-street car spaces within the rear of the building, accessed via a roller door to Harper Street. When the required car parking for all uses is combined (excluding the indoor recreational facility), there is a shortfall of 42 car spaces.

142. A traffic report prepared by Impact Traffic Engineering Pty. Ltd. has been provided by the applicant. The report reviewed the existing car parking availability within the surrounding area through a car parking survey. The survey was carried out on Thursday, 31 October 2019 and Saturday, 2 November 2019 and covered a 250m walking distance from the subject site (figure 7). The survey found a total of 316 spaces. These spaces were generally subject to restrictions ranging from 1P to 4P in duration, with 21 unrestricted car spaces. It is noted that the survey occurred on the weekend of a Public Holiday. Council Engineers have been advised of this and have taken this into account in their response.

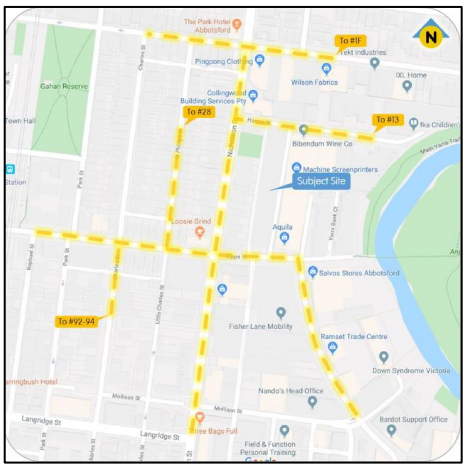


Figure 7 – Car parking survey area

143. The following observations were identified:

(a) Peak demand for spaces on Thursday, 31 October 2019 occurred at 1.00pm when 275 of the 316 spaces were occupied (87% occupancy). This left 41 vacant spaces.

(b) Peak demand for spaces on Saturday, 2 November 2019 occurred at 12.00pm when 218 of the 316 spaces were occupied (69% occupancy). This left 98 vacant spaces.

144. The report also included an empirical assessment for the soccer pitch and food and drink premises. The empirical assessment for the soccer pitch assumes 30% of players will use sustainable transport based on 2016 ABS Journey to Work date for the City of Yarra, with the remaining players either carpooling (40%) or driving separately to the site (30%). Based on 16 players, this assessment found a car parking demand of 9 spaces for the soccer pitch is likely during times when demonstration matches occur. However, the empirical analysis does not appear to be based on any similar facilities and as such, it has been given limited weight.

145. Council's Traffic Engineers have borrowed the rate contained within the NSW Road & Maritime Services' Guide to Traffic Generating Developments. This provides a rate of 4.5 spaces per 100sqm of gross floor area, which equates to a demand for 24 car spaces. However, Council's Engineers anticipate that the actual car parking demand is likely to be lower as some patrons would be drawn from nearby businesses and residents in the local area. The application does not allocate any car spaces to this use.

146. The empirical assessment provided by the applicant for the food and drink premises assumes a demand of approximately half the statutory requirement i.e. 5 car spaces. This was based on the expectation that a large proportion of customers would be from linked trips (i.e. staff of surrounding businesses and customers associated with the other uses within the building). While the assumption that the majority of customers would be from other nearby uses is reasonable, the empirical assessment does not appear to be based on any similar facilities and as such, it has been given limited weight.

147. Council's Traffic Engineers have advised that a demand of 1 space per 100sqm is typical for a food and drink premises i.e. 3 spaces. Council's engineers are also satisfied with a rate of 0.91 spaces for office i.e. 4 spaces, based upon other approved developments within Yarra and the site's accessibility to public transport and proximity to Melbourne CBD. The application proposed to accommodate this demand on site and is considered satisfactory.

148. In regard to the Restricted Retail Use, Council's Traffic Engineers have advised that other approved developments in the municipality have been approved with reduced rates of 1.23 spaces and 1.28 spaces per 100sqm i.e. 16 spaces. The proposal intends to allocate 10 spaces to the Restricted Retail Use.

149. The shortfall in the anticipated car parking demand is considered acceptable in this case based upon the following:

    (a) The synergy between the proposed uses is expected to result in shared customer base and a reduced demand for the individual uses.

    (b) Victoria Street Major Activity Centre is approximately 520 to the south, providing a mix of shops, food and drink premises etc. The proposed use is likely to draw customers from this nearby activity centre.

    (c) The day-time hours of operation would likely attracted employees and residents already within the surrounding area

    (d) The site is well serviced by public transport including:

        (i) Collingwood Train Station located 325 metres to the west

        (ii) bus services along Punt road (routes 246, 302-4-9, 318, 684, 905 to 908) located 430m to the west; and

        (iii) two tram routes (12 & 109) operating along Victoria Street.

    (e) 15 bicycle spaces are provided on-site, encouraging sustainable transport options.

    (f) While no on-site parking is proposed for the soccer pitch, the demonstration matches are limited to a maximum of three per week and only one per day for a 40 minute period. A limited period of time taking into account the overall permitted operating hours.

    (g) The high demand and limited availability for on-street parking would dissuade staff and customers from driving, particularly in a location where other modes of transport are readily available.

    (h) The short-term parking restrictions in the surrounding area would ensure that there is a regular parking turnover in the area for those that do drive to the site.

    (i) Council's Engineering Department has no objection to the proposal, satisfied that it is in-line with the objectives contained within Council's Strategic Transport Statement given that the site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

    Car parking design/layout

150. The revised car parking layout provides car spaces with a minimum dimensions of 2.4m by 5.4m and 2.6m by 4.9m, which satisfy design standard 2 of clause 52.06 of the Yarra Planning Scheme and the relevant Australian Standard. In addition, swept path diagram for a B85 design vehicle demonstrates vehicle movements entering and exiting the car spaces are adequate. These diagrams have been reviewed by Council's Traffic Engineers and deemed satisfactory.

151. Access to the site is to remain unchanged and via a roller door to Harper Street. To improve safety and pedestrian visibility when exiting the site, it has been recommended that convex mirrors be installed and will be a condition of the permit.

Traffic generation

152. With regards to trip generation to and from the subject site, Council's Traffic Engineers have reviewed the proposal with specific emphasis on the warehouse and restricted retail premises. The tables below shows the trip generation for the site as adopted by Traffic Impact (applicant) and reviewed by Council Engineers:

Proposed use	**Adopted Traffic Generation Rate**	**Peak Hour (Endorsed)**		**Peak Hour (Proposed)**	
		AM	**PM**	**AM**	**PM**
Warehouse (937sqm)	0.7 movements per 100sqm in each AM peak hour 0.8 movements per 100sqm in each PM peak hour	17	19	6	7

Proposed use	**Adopted Traffic Generation Rate**	**Weekday Evenings**	**Weekends**
Restricted Retail (1,292sqm)	3 trips per 100sqm on weekdays evenings 4.1 trips per 100sqm on weekends	39	53

153. The review found that with the combined uses, the amended development is not unduly high and should not adversely impact the traffic operation of Harper Street or any of the surrounding roads. Furthermore, it is not proposed to use either of the laneways along the eastern or western boundaries for vehicle access.

Bicycles

154. As identified earlier in the report, there is a surplus of 3 bicycle spaces provided pursuant to the bicycle facilities requirements of clause 52.34.01. These spaces have been provided within the front setback and car park to the rear.

155. While the bicycle parking provision is supported, concerns have been raised by Council's Strategic Transport Unit with respect to the follows:

(a) The current endorsed plans show bicycle spaces within the eastern setback along Gipps Street, however it does not appear that these have ever been constructed. These spaces are retained on the current application drawings. If the use commences and the spaces are not provided, Council's Planning Enforcement Unit can investigate and ensure the spaces are installed.

(b) All bicycle spaces shown on plans refer to the old version of Australian Standard 2890.3, which should be 1.8m long by 0.5m wide. A condition will be included for the spaces to provide dimensions in accordance with AS2890.3. Given the relative minor alterations required this should be easily accommodated.

(c) The four spaces allocated to employees should be in a secure location (e.g. lock-able cage). As none of the bicycle spaces provided on site are provided in a secure location, a condition will be included for a minimum of 4 spaces to be provided within a secure location. Given the large size of the site, this too should be easily accommodated.

Objections

156. The majority of the issues raised by the objectors have been addressed within the body of this report, as follows:

(a) Noise (umpire whistle, amplified music, spectators);

Paragraphs 105-112

(b) Traffic (laneway safety, congestion)

Paragraphs 138-152

(c) Car parking;

Paragraphs 138-152

(d) Insufficient number of bicycle spaces;

Paragraphs 153-154

157. Outstanding concerns raised by the objectors are discussed below:

(a) Alcohol consumption

The serving of alcohol does not form part of this amendment and cannot be considered. Alcohol consumption was already considered under the original proposal and deemed acceptable.

(b) Mandate loading of vehicles

Conditions 15 and 16 of the existing permit already regulate the loading and unloading of deliveries. The conditions relate to the timing of deliveries and prohibits deliveries along the western laneway, which interfaces the residential zone. Both conditions are considered to adequately regulate the loading and unloading of vehicles.

(c) Relocate the primary entrance along Harper Street;

The primary entry of the building is towards Gipps Street and is an existing condition. Given that this is an existing condition, it would be unreasonable for it to be relocated. The relocating of the primary entry to Harper Street would require some extensive internal works to prevent access through the car park or warehouse.

(d) Light spill;

As discussed in this report, the building is existing with existing uses. The proposed uses are to operate under normal “office” hours ensuring no light spill outside of these hours. Furthermore, there are existing conditions on the permit (conditions 17 and 21) which provide protection to the adjoining properties from an unreasonable light spill.

(e) Removal of graffiti;

The removal of graffiti is not relevant as it is an existing building.

(f) Building to be restored in line with building heritage requirements;

The subject site is not affected by a heritage overlay. Therefore, the requirements of the heritage overlay are not relevant and cannot be considered.

(g) Non-enforcement of permit conditions

Enforcement of permit conditions is not relevant to the current proposal and is a matter for Council's Civic Compliance Unit.

(h) Smoke emanating from the food and drink premises;

This concern primarily relates to smoke emanating from the outdoor terrace along Gipps Street. The outdoor terrace is an existing condition approved under the original planning permit. Given the State regulations that prevent smoking in dining areas, it is not expected that this area would be used for smoking. However, even in the event that smoking did occur in this area, it is a significant distance from the residential interface and separated by built form, as such, the impact from smoking would not be considered to result in unreasonable detriment.

Proposed alteration to permit preamble

158. The following changes are proposed to the existing planning permit, with changes highlighted in **bold**.

Existing permit preamble

159. Use of the land as a warehouse (furniture), office as well as a food and drinks premises (cafe) and for the sale and consumption of liquor (cafe/restaurant licence) and a reduction in the car parking and loading bay requirements as well as the construction of external alterations and additions to the existing building

Amended permit preamble

160. Use of the land as a warehouse (**sporting goods**), office, **restricted retail premises, indoor recreational facility**, food and drink premises (cafe) and for the sale and consumption of liquor (cafe/restaurant licence), a reduction in the car parking, **display of business identification signage including internally illuminated signage and the construction of buildings and works to the existing building**.

161. The above amended is reflective of the proposal which removed the furniture component to the warehouse, includes the new uses for a restricted retail premises and indoor recreational facility and includes the proposed signage. Reference to a waiver of the loading bay requirements has also been deleted, which was removed as permit trigger on 31 July 2018 via Planning Scheme Amendment VC148.

Proposed alterations to permit conditions
Existing Condition 1

162. 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 but modified to show:

(a) The location of four car parking spaces associated with the office

Amended Condition 1

163. Before the **use or** 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 ACRD and dated 10 March 2010** but modified to show:

(a) The installation of convex mirrors to the vehicle entry along Harper Street.

(b) All bicycle space dimensions to comply with Australian Standard AS2890.3

(c) The provision of four staff bicycle spaces within a secure (i.e. lockable) facility internal to the building.

(d) Details (dimensions and images) of the proposed signage associated with the flags and banners along the Gipps Street façade.

(e) Any changes as required by the amended Waste Management Plan pursuant to Condition 14.

Existing condition 7

164. Not more than 10 staff may be present on the premises at any one time in association with the food and drinks premises (café) without the prior written consent of the Responsible Authority.

Amended condition 7 (renumbered condition 9)

165. Not more than **6** staff may be present on the premises at any one time in association with the food and drinks premises (café) without the prior written consent of the Responsible Authority

Existing condition 8

166. Not more than 15 staff may be present on the premises at any one time in association with the warehouse without the prior written consent of the Responsible Authority

Amended condition 8 (renumbered condition 10)

167. Not more than **6** staff may be present on the premises at any one time in association with the warehouse without the prior written consent of the Responsible Authority.

Existing condition 9

168. No more than 70 staff associated with the office use are permitted on the land at any one time

Amended condition 9 (renumbered condition 11)

169. No more than **8** staff associated with the office use are permitted on the land at any one time.

Existing condition 14

170. Before the plans are endorsed in accordance with condition 1, a waste management plan must be submitted to and approved by the Responsible Authority. Once approved, the waste management plan will be endorsed and will then form part of the permit. The Waste Management Plan must detail who will undertake waste collection, the location and size of the storage area, hours when collection will occur (must be in accordance with Council's Local Law No. 3), and the method of presentation of bins for collection. Waste collection from the development must be in accordance with the endorsed Waste Management Plan, to the satisfaction of the Responsible Authority.

Amended condition 14 (renumbered condition 18)

171. Before the plans are endorsed in accordance with condition 1, an **amended** waste management plan must be submitted to and approved by the Responsible Authority. Once approved, the waste management plan will be endorsed and will then form part of the permit. The Waste Management Plan must detail who will undertake waste collection, the location and size of the storage area, hours when collection will occur (must be in accordance with Council's Local Law No. 3), and the method of presentation of bins for collection. Waste collection from the development must be in accordance with the endorsed Waste Management Plan, to the satisfaction of the Responsible Authority.

Existing condition 25

172. The permit will expire if one of the following circumstances applies:

    (a) The development is not started within two years of the date of this permit.

    (b) The development is not completed within four years of the date of this permit.

    (c) The office use is not started within two years of the date of this amended permit.

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

Amended condition 25 (renumbered condition 37)

173. This permit will expire if one of the following circumstances applies:

    (a) The development is not started within two years of the date of this **amended** permit.
    (b) The development is not completed within four years of the date of this **amended** permit.
    (c) The **restricted retail premises or indoor recreational facility** uses are not started within two years of the date of this amended permit.
    (d) **The signs are not erected within four years of the date of this amended permit**.

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

    New conditions

    Renumbered condition 7

174. Without the prior written consent of the Responsible Authority, the restricted retail premises use may only operate between the hours of;

    (a) Monday to Sunday: 10.00am to 5.30pm

    Renumbered condition 8

175. Without the prior written consent of the Responsible Authority, the indoor recreational facility use may only operate between the hours of:

    Monday to Sunday: 10.00am to 5.30pm

    Renumbered condition 12

176. No more than 8 staff associated with the restricted retail premises use are permitted on the land at any one time.

    Renumbered condition 14

177. No more than 20 persons are permitted within the restricted retail tenancy when the indoor recreational facility is in use.

    Renumbered condition 21

178. Demonstration matches, parties or private hire of the pitch associated with the indoor recreational facility must:

    (a) Involve no more than three games per week.

    (b) Involve no more than one game per day.

    (c) Exceed a maximum duration of 40 minutes.

    (d) Be occupied by a maximum of 16 persons

    (e) Not involve amplified speech or whistle use.

    New condition 30

179. All windows and doors are to be closed during use of the indoor recreational facility.

    New condition 31

180. The location and details of the signs, including the supporting structure, 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.

    New condition 32

181. The signs must not include any flashing or intermittent light.

New condition 33

182. The signs must be constructed, displayed and maintained to the satisfaction of the Responsible Authority.

New condition 34

183. Before the works are completed, 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.

New condition 35

184. The signage component of this permit expires 15 years from the date of the amended permit.

New condition 35

185. Upon expiry of the signage component of this permit, the approved signs and structures built specially to support or illuminate signage must be removed.

Conclusion

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

RECOMMENDATION

That the Committee resolves to issue a Notice of Decision to Grant an amended planning permit PLN13/0152.03 for the use of the land as a warehouse (sporting goods), office, restricted retail premises, indoor recreational facility, food and drink premises (cafe) and the sale and consumption of liquor (cafe/restaurant licence), a reduction in the car parking, display of business identification signage including internally illuminated signage and construction of buildings and works to the existing building at 200 Gipps Street and 1 Harper Street, Abbotsford VIC 3067, generally in accordance with the plans and reports noted previously as the “decision plans” subject to the following changes to the permit preamble/conditions (**in bold**):

1. Before the **use or** 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 ACRD and dated 10 March 2010** but modified to show:

    (a) The the installation of convex mirrors to the vehicle entry along Harper Street;
    (b) All bicycle space dimensions to comply with Australian Standard AS2890.3;
    (c) The provision of four staff bicycle spaces within a secure (i.e. lockable) facility internal to the building;
    (d) Details (dimensions and images) of the proposed signage associated with the flags and banners along the Gipps Street façade; and
    (e) Any changes as required by the amended Waste Management Plan pursuant to Condition 14.

2. All development and use must accord with the endorsed plans. Any alterations must be approved by the Responsible Authority.

    Hours

3. Without the prior written consent of the Responsible Authority, the warehouse use may only operate between the hours of:

   (a) Monday to Friday: 9.00 am – 5.30 pm
   (b) Saturday: 10.00 am – 5.00 pm
   (c) Sunday: 10.00 am – 4.00 pm

4. Without the prior written consent of the Responsible Authority, the food and drinks premises (café) may only operate between the hours of:

   (a) Monday to Friday: 7.30 am - 5.30 pm
   (b) Saturday: 7.30 am – 5.00 pm
   (c) Sunday: 7.30 am – 4.00 pm

5. Without the prior written consent of the Responsible Authority, the use of the land for the sale and consumption of liquor may only operate between the hours of:

   (a) Monday to Friday: 9.00 am – 5.30 pm
   (b) Saturday: 10.00 am – 5.00 pm
   (c) Sunday: 10.00 am – 4.00 pm

6. Except with the prior written consent of the Responsible Authority, the office authorised by this permit may only operate between the following hours:

   (a) Monday to Friday: 9.00 am – 5.30 pm
   (b) Saturday: 10.00 am – 5.00 pm
   (c) Sunday: 10.00 am – 4.00 pm

7. Except with the prior written consent of the Responsible Authority, the restricted retail premises use may only operate between the hours of:

   (a) Monday to Sunday: 10.00am to 5.30pm

8. Except with the prior written consent of the Responsible Authority, the indoor recreational facility use may only operate between the hours of:

   (b) Monday to Sunday: 10.00am to 5.30pm

   Staff

9. Not more than **6** staff may be present on the premises at any one time in association with the food and drinks premises (café) without the prior written consent of the Responsible Authority.

10. Not more than **6** staff may be present on the premises at any one time in association with the warehouse without the prior written consent of the Responsible Authority.

11. No more than **8** staff associated with the office use are permitted on the land at any one time.

12. No more than 8 staff associated with the restricted retail premises use are permitted on the land at any one time.

   Patron Numbers

13. No more than 50 patrons are to be permitted within the food and drinks premises and area designated for the sale and consumption of liquor at any one time without the further written consent of the Responsible Authority.

14. No more than 20 persons are permitted within the restricted retail tenancy when the indoor recreational facility is in use.

Music

15. No live or DJ playing amplified music may be provided on the premises. Any amplified recorded music must be restricted to background levels only.

16. No speakers may be located outside the building, including the raised deck facing Gipps Street.

Noise and Amenity Action Plan

17. Before the sale and consumption and liquor begins, a Noise and Amenity Action Plan must be submitted to and approved by the Responsible Authority. The Noise and Amenity Action Plan should include, but not be restricted to those matters outlined at Clause 22.09-4.3 of the Yarra Planning Scheme. When approved, the Noise and Amenity Action Plan will be endorsed and will then form part of the permit. The use must operate in accordance with the endorsed Noise and Amenity Action Plan to the satisfaction of the Responsible Authority.

Waste

18. Before the plans are endorsed in accordance with condition 1, an **amended** waste management plan must be submitted to and approved by the Responsible Authority. Once approved, the waste management plan will be endorsed and will then form part of the permit. The Waste Management Plan must detail who will undertake waste collection, the location and size of the storage area, hours when collection will occur (must be in accordance with Council's Local Law No. 3), and the method of presentation of bins for collection. Waste collection from the development must be in accordance with the endorsed Waste Management Plan, to the satisfaction of the Responsible Authority.

Loading and unloading/deliveries

19. No deliveries or loading or unloading of any goods may occur via the laneway on the western side of the site.

20. All delivery and collection of goods associated with the all land uses must be conducted between 9.00 am and 5.30 pm Monday to Friday to the satisfaction of the Responsible Authority.

General amenity

21. Demonstration matches, parties or private hire of the pitch associated with the indoor recreational facility must:

(a) Involve no more than three games per week.
(b) Involve no more than one game per day.
(c) Exceed a maximum duration of 40 minutes.
(d) Be occupied be a maximum of 16 persons.
(e) Not involve amplified speech or whistle use.

22. External lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining land to the satisfaction of the Responsible Authority.

23. The uses must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N1) or State Environment Protection Policy (Control of Music Noise from Public Premises) No. N 2, as relevant, to the satisfaction of the Responsible Authority.

24. All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.

25. The car parking area must be used for no other purpose and be maintained at all times to the satisfaction of the Responsible Authority.

26. The amenity of the area must not be detrimentally affected by the use, including through:

    (a) The transport of materials, goods or commodities to or from land;
    (b) The appearance of any buildings, works or materials;
    (c) The emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or;
    (d) The presence of vermin.

    Roads and infrastructure

27. Any damage to road(s) and footpath(s) or other Council infrastructure as a result of the development must be reinstated to the satisfaction of the Responsible Authority.

28. The redundant vehicle crossing on the north side of Gipps Street immediately west of the property's eastern boundary must be demolished and reinstated with paving, kerb and channel of the surrounding area to Council's satisfaction and at the developer's expense.

29. Except with the written consent of the Responsible Authority, demolition or construction works must only be carried out between: 7 am - 6 pm, Monday-Friday (including public holidays) and 7 am - 1 pm, Saturday. No work is to be carried out on Sundays. All site operations must comply with the relevant Environment Protection Authority Guidelines on Construction and Demolition Noise.

30. All windows and doors are to be closed during use of the indoor recreational facility.

    Signage

31. The location and details of the signs, including the supporting structure, 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.

32. The signs must not include any flashing or intermittent light.

33. The signs must be constructed, displayed and maintained to the satisfaction of the Responsible Authority.

34. Before the works are completed, 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.

    Expiry

35. The signage component of this permit expires 15 years from the date of the amended permit.

36. Upon expiry of the signage component of this permit, the approved signs and structures built specially to support or illuminate signage must be removed.

37. This permit will expire if one of the following circumstances applies:

(a) The development is not started within two years of the date of this **amended** permit.
(b) The development is not completed within four years of the date of this **amended** permit.
(c) **The restricted retail premises or indoor recreational facility uses are** not started within two years of the date of this amended permit.
(d) The signs are not erected within four years of the date of this amended permit.

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

NOTE: The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the Building Regulations 2006 from Yarra Building Services unit.

NOTE: 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), to Council's satisfaction under Section 200 of the Local Government Act 1989 and Regulation 610.

NOTE: 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.

CONTACT OFFICER: **Gary O'Reilly**
TITLE: **Senior Statutory Planner**
TEL: **9205 5040**

Attachments

1 PLN130152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Site plan
2 PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Planning Permit
3 PLN130/152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Endorsed Plans
4 PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Advertising Amended Plans
5 PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Engineering comments
6 PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Strategic Transport referral comments

Attachment 1 - PLN130152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Site plan

ATTACHMENT 1

SUBJECT LAND: 200 Gipps Street & 1 Harper Street, Abbotsford



North

Subject Site

Attachment 2 - PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Planning Permit

Helping you understand your planning needs

CITY OF YARRA

PLANNING PERMIT (Amended)

Permit No: PLN13/0152

Planning Scheme: Yarra

Responsible Authority: City Of Yarra

ADDRESS OF THE LAND:

200 Gipps St Abbotsford VIC 3067

THE PERMIT ALLOWS:

For the purpose of the following, in accordance with the endorsed plan(s).

Use of the land as a warehouse (furniture), office as well as a food and drinks premises (cafe) and for the sale and consumption of liquor (cafe/restaurant licence) and a reduction in the car parking and loading bay requirements as well as the construction of external alterations and additions to the existing building

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

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 but modified to show:

    a) The location of four car parking spaces associated with the office.

2. All development and use must accord with the endorsed plans. Any alterations must be approved by the Responsible Authority.

    Hours

3. Without the prior written consent of the Responsible Authority, the warehouse use may only operate between the hours of:

    a) Monday to Friday: 9.00 am – 5.30 pm
    b) Saturday: 10.00 am – 5.00 pm
    c) Sunday: 10.00 am – 4.00 pm

Date: 26 September 2013

Ally Huynh
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

4. Without the prior written consent of the Responsible Authority, the food and drinks premises (café) may only operate between the hours of:

    a) Monday to Friday: 7.30 am - 5.30 pm
    b) Saturday: 7.30 am – 5.00 pm
    c) Sunday: 7.30 am – 4.00 pm

5. Without the prior written consent of the Responsible Authority, the use of the land for the sale and consumption of liquor may only operate between the hours of:

    a) Monday to Friday: 9.00 am – 5.30 pm
    b) Saturday: 10.00 am – 5.00 pm
    c) Sunday: 10.00 am – 4.00 pm

6. Except with the prior written consent of the Responsible Authority, the office authorised by this permit may only operate between the following hours:

    a) Monday to Friday: 9.00 am – 5.30 pm
    b) Saturday: 10.00 am – 5.00 pm
    c) Sunday: 10.00 am – 4.00 pm

Staff

7. Not more than 10 staff may be present on the premises at any one time in association with the food and drinks premises (café) without the prior written consent of the Responsible Authority.

8. Not more than 15 staff may be present on the premises at any one time in association with the warehouse without the prior written consent of the Responsible Authority.

9. No more than 70 staff associated with the office use are permitted on the land at any one time

Parton Numbers

10. No more than 50 patrons are to be permitted within the food and drinks premises and area designated for the sale and consumption of liquor at any one time without the further written consent of the Responsible Authority.

Music

11. No live or DJ playing amplified music may be provided on the premises. Any amplified recorded music must be restricted to background levels only.

12. No speakers may be located outside the building, including the raised deck facing Gipps Street.

Noise and Amenity Action Plan

13. Before the sale and consumption and liquor begins, a Noise and Amenity Action Plan must be submitted to and approved by the Responsible Authority. The Noise and Amenity Action Plan should include, but not be restricted to those matters outlined at Clause 22.09-4.3 of the Yarra Planning Scheme. When approved, the Noise and Amenity Action Plan will be

Date: 26 September 2013

Ally Huynh
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

endorsed and will then form part of the permit. The use must operate in accordance with the endorsed Noise and Amenity Action Plan to the satisfaction of the Responsible Authority.

Waste

14. Before the plans are endorsed in accordance with condition 1, a waste management plan must be submitted to and approved by the Responsible Authority. Once approved, the waste management plan will be endorsed and will then form part of the permit. The Waste Management Plan must detail who will undertake waste collection, the location and size of the storage area, hours when collection will occur (must be in accordance with Council's Local Law No. 3), and the method of presentation of bins for collection. Waste collection from the development must be in accordance with the endorsed Waste Management Plan, to the satisfaction of the Responsible Authority.

Loading and unloading/deliveries

15. No deliveries or loading or unloading of any goods may occur via the laneway on the western side of the site.

16. All delivery and collection of goods associated with the all land uses must be conducted between 9.00 am and 5.30 pm Monday to Friday to the satisfaction of the Responsible Authority.

General amenity

17. External lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining land to the satisfaction of the Responsible Authority.

18. The uses must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N1) or State Environment Protection Policy (Control of Music Noise from Public Premises) No. N 2, as relevant, to the satisfaction of the Responsible Authority.

19. All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.

20. The car parking area must be used for no other purpose and be maintained at all times to the satisfaction of the Responsible Authority.

21. The amenity of the area must not be detrimentally affected by the use, including through:

    a) The transport of materials, goods or commodities to or from land;
    b) The appearance of any buildings, works or materials;
    c) The emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or;
    d) The presence of vermin.

Roads and infrastructure

22. Any damage to road(s) and footpath(s) or other Council infrastructure as a result of the development must be reinstated to the satisfaction of the Responsible Authority.

Date: 26 September 2013

Ally Huynh
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

23. The redundant vehicle crossing on the north side of Gipps Street immediately west of the property's eastern boundary must be demolished and reinstated with paving, kerb and channel of the surrounding area to Council's satisfaction and at the developer's expense.

24. Except with the written consent of the Responsible Authority, demolition or construction works must only be carried out between: 7 am - 6 pm, Monday-Friday (including public holidays) and 7 am - 1 pm, Saturday. No work is to be carried out on Sundays. All site operations must comply with the relevant Environment Protection Authority Guidelines on Construction and Demolition Noise.

Expiry

25. This permit will expire if one of the following circumstances applies:

    a) The development is not started within two years of the date of this permit.
    b) The development is not completed within four years of the date of this permit.
    c) The office use is not started within two years of the date of this amended permit.

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

NOTE: The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the Building Regulations 2006 from Yarra Building Services unit.

NOTE: 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), to Council's satisfaction under Section 200 of the Local Government Act 1989 and Regulation 610.

NOTE: 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.

THIS PERMIT HAS BEEN AMENDED AS FOLLOWS:

Date of amendment	Brief description of amendment
27/8/2014	• Amendments to Condition 4 to alter the opening hours of the food and drink premises (café). • Amendment of the approved Noise and Amenity Action Plan (NAAP) to reflect the altered hours of operation of the food and drink premises (café).
27 March 2018	Pursuant to sections 73 and 74 of the *Planning and Environment Act (1987)* the permit preamble, conditions 1(a), 6, 9, 20 and 21 added and condition 25(c) amended to allow for the partial use of the land (first floor) as an office and a reduction in associated car parking.

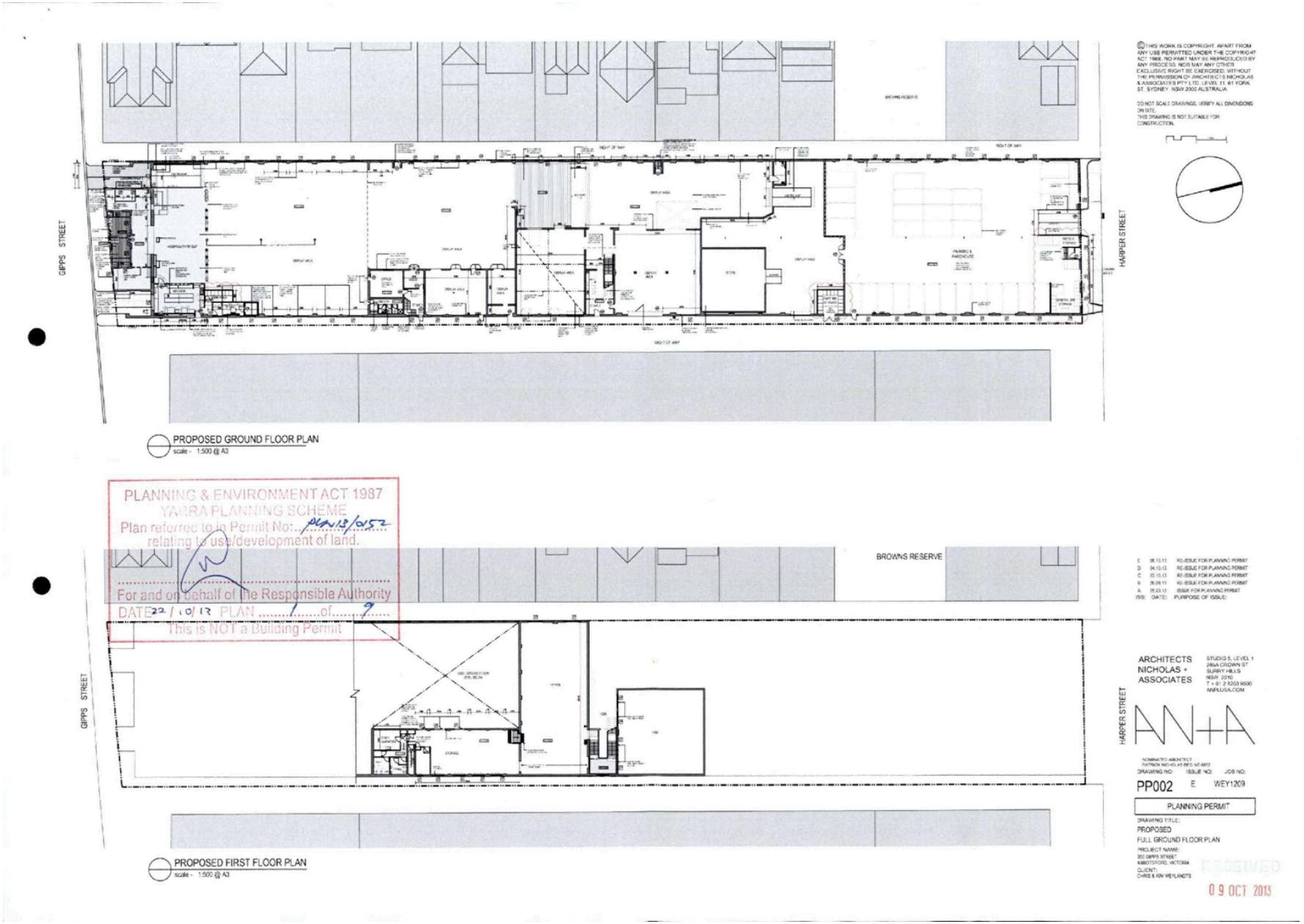
Date: 26 September 2013

Ally Huynh
Signature for the Responsible Authority

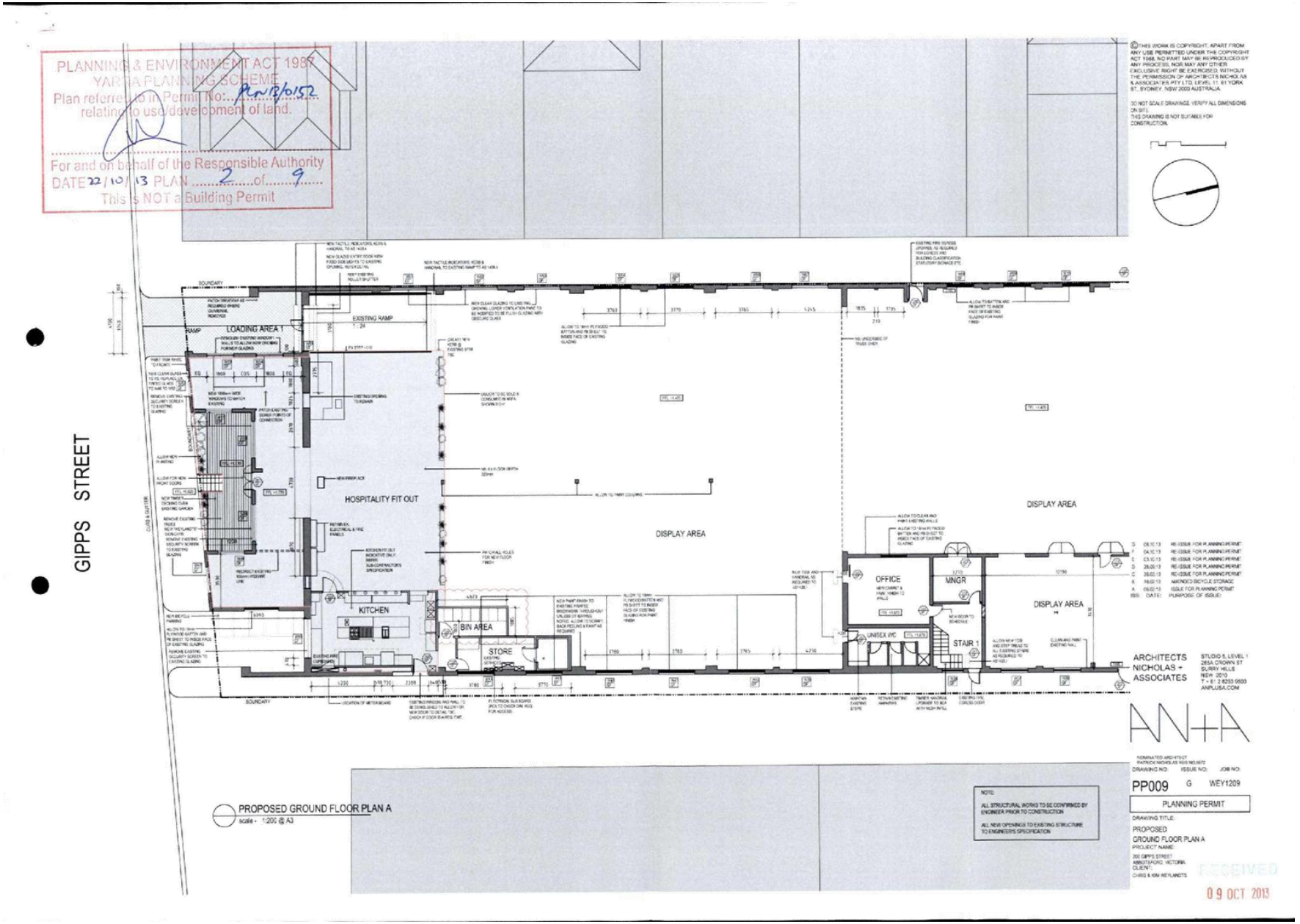
Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

Page 4 of 4

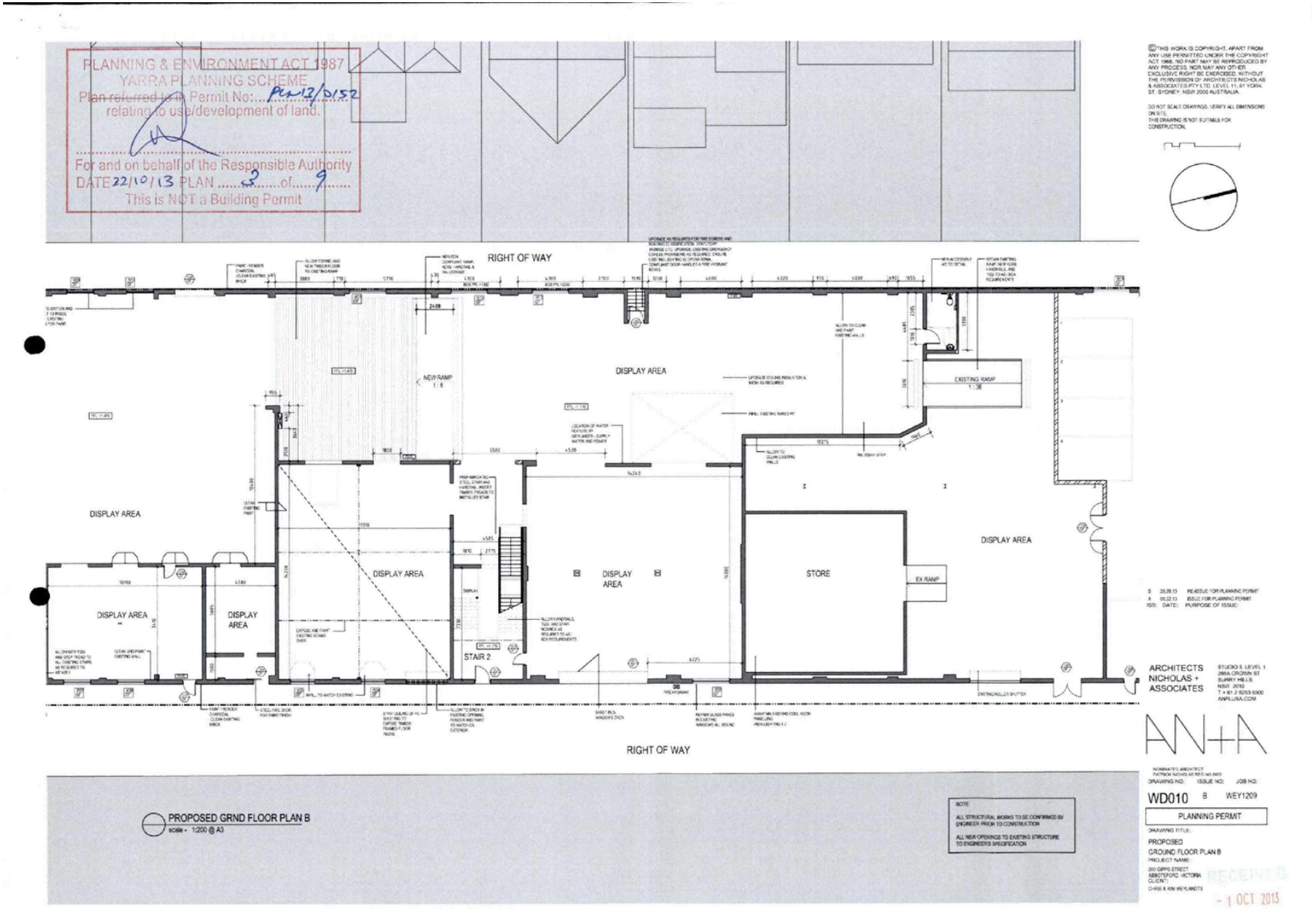
Attachment 3 - PLN130/152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Endorsed Plans



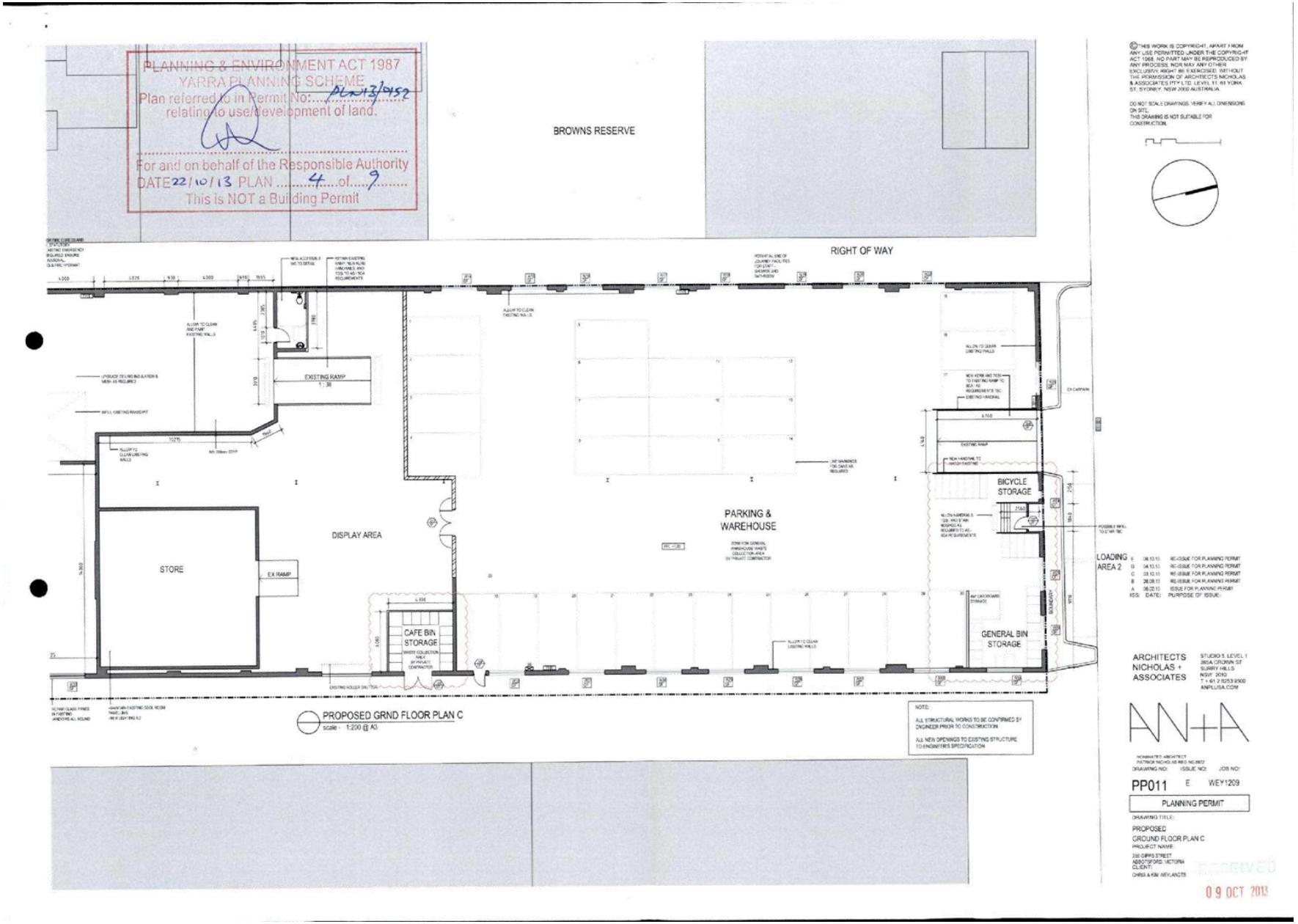
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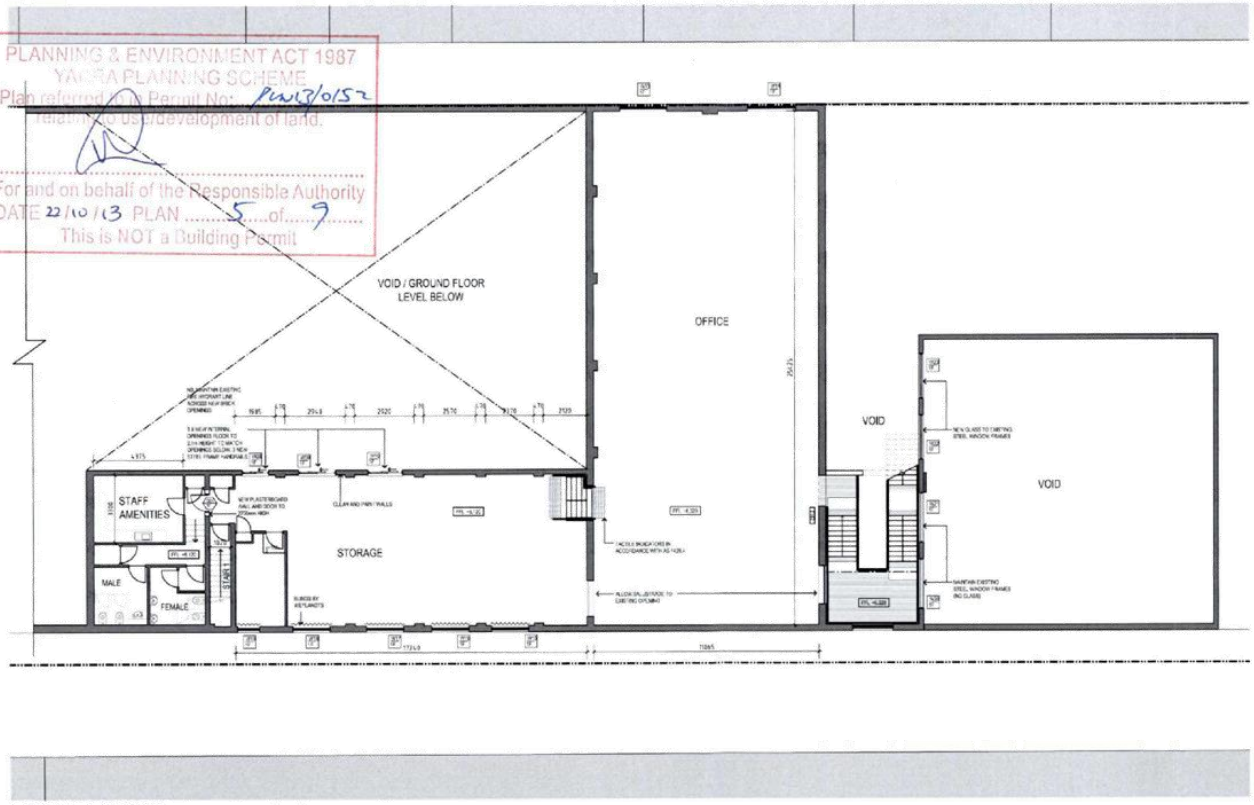


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PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN13/0152
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 22/10/13 PLAN 5 of 9
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PROPOSED FIRST FLOOR PLAN
SCALE - 1:200 @ A3

NOTE:
ALL STRUCTURAL WORKS TO BE CONFIRMED BY ENGINEER PRIOR TO CONSTRUCTION
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ISS:	DATE:	PURPOSE OF ISSUE:
B	26.09.13	RE-ISSUE FOR PLANNING PERMIT
A	06.02.13	ISSUE FOR PLANNING PERMIT

ARCHITECTS
NICHOLAS +
ASSOCIATES
STUDIO 5, LEVEL 1
285A CROWN ST
SURRY HILLS
NSW 2010
T + 61 2 9331 9500
ANPLUS.COM

AN+A

NOMINATED ARCHITECT
PATRICK MCKAY AA 3531 NO 6412

DRAWING NO: PP012 | ISSUE NO: B | JOB NO: WEY1209

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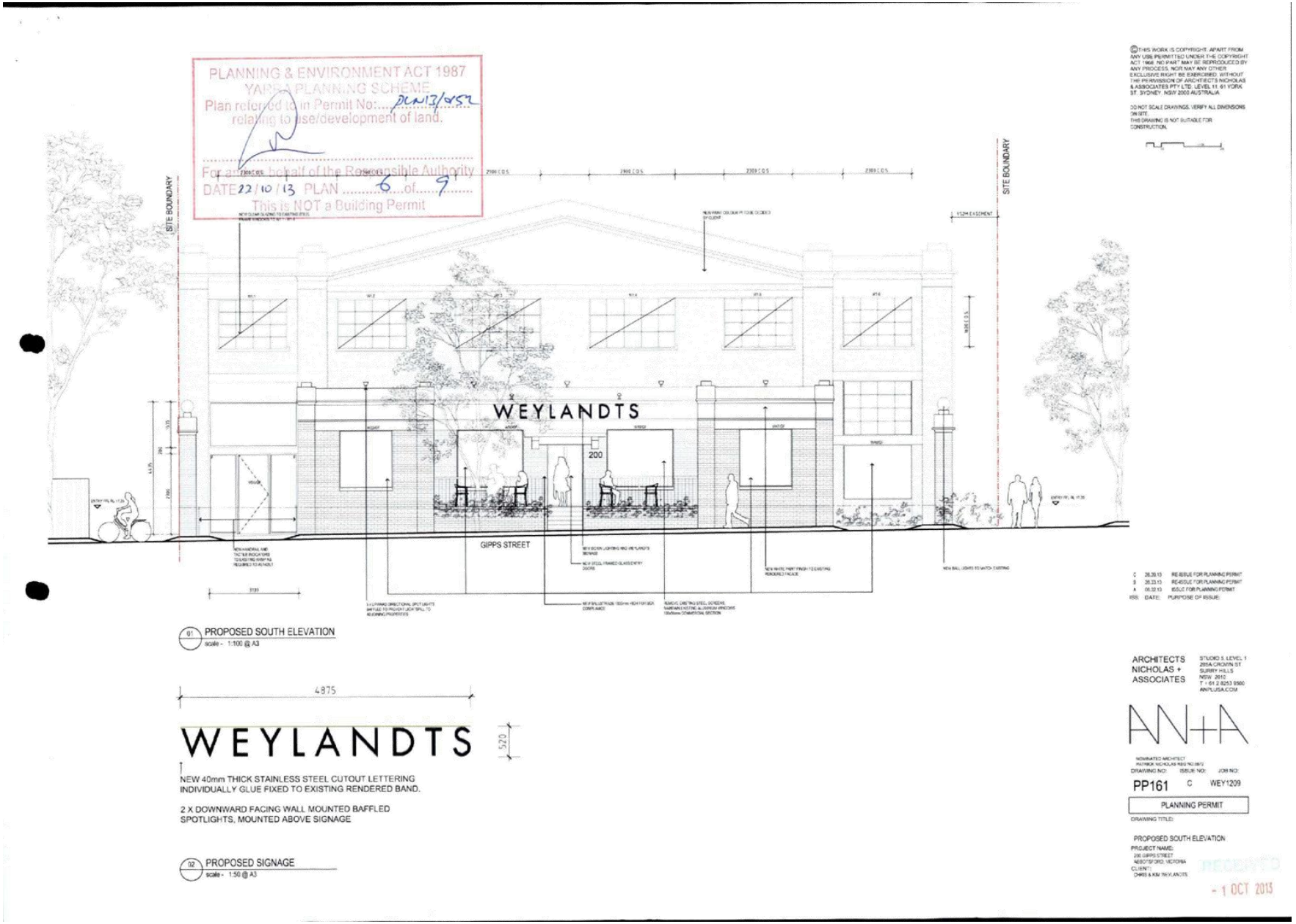
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PROJECT NAME:
200 GIPPS STREET
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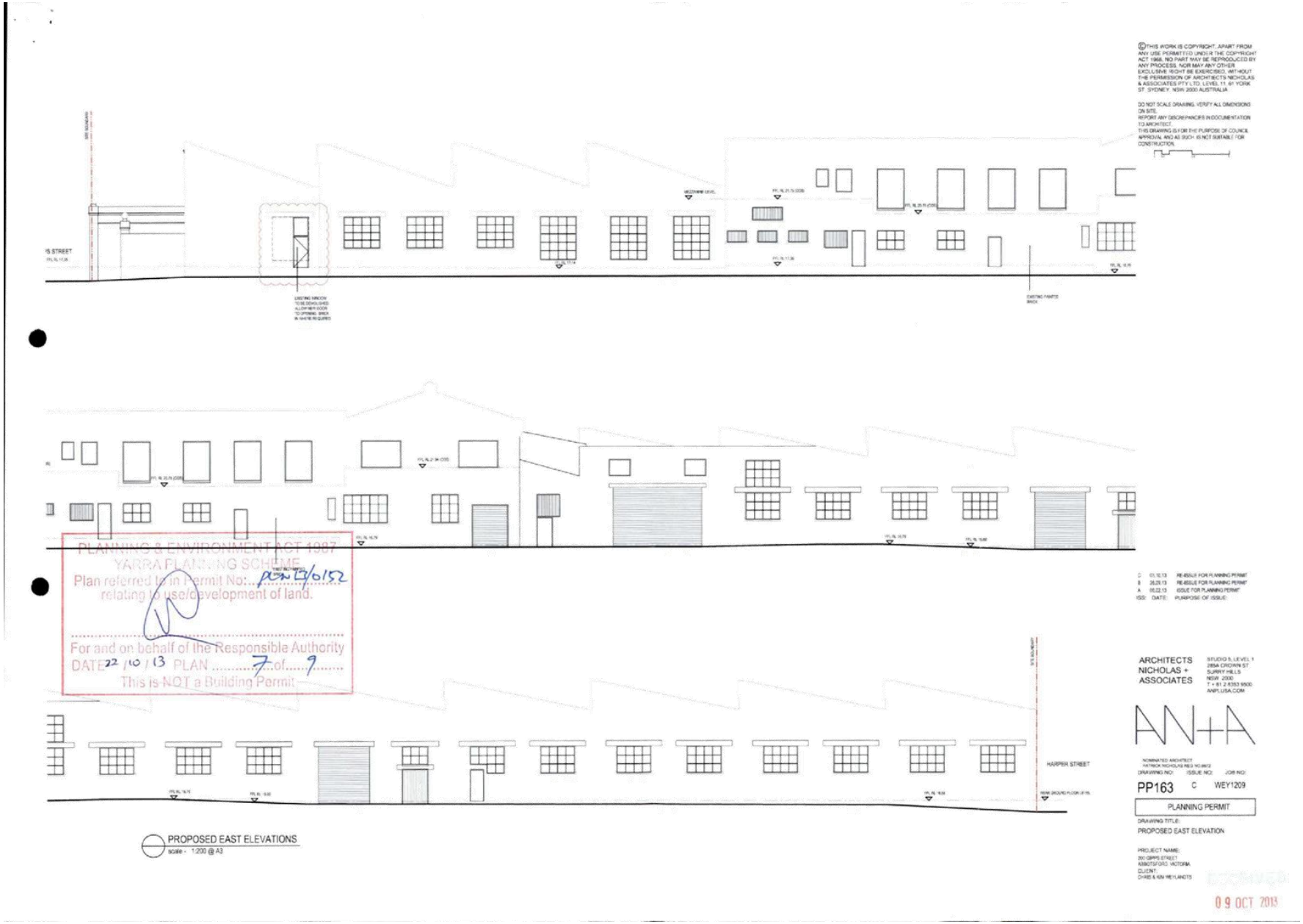
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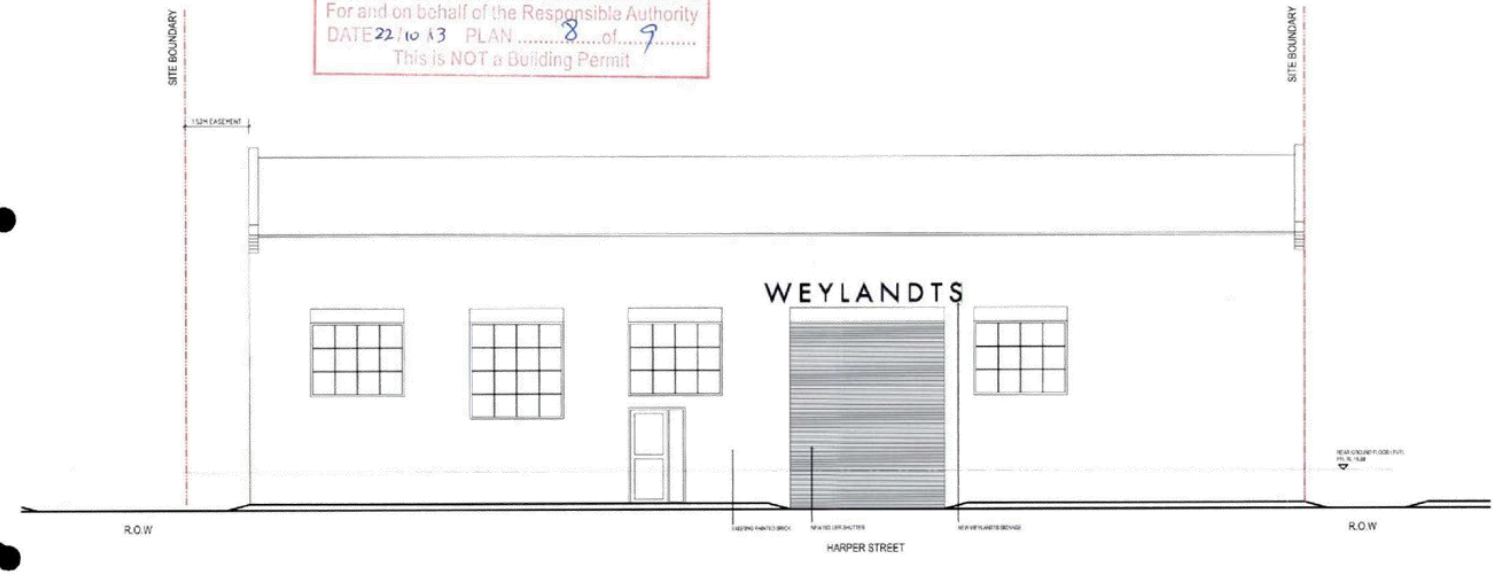


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PROPOSED NORTH ELEVATION
scale - 1:100 @ A3

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A 08.02.13 ISSUE FOR PLANNING PERMIT
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ARCHITECTS
NICHOLAS +
ASSOCIATES
STUDIO 5, LEVEL 1
285A CROWN ST
SURRY HILLS
NSW 2000
T + 61 2 8353 9000
ANP.USA.COM

ANH+A

NOMINATED ARCHITECT
NICHOLAS NICHOLAS REG NO 6612

DRAWING NO: PP165 ISSUE NO: B JOB NO: WEY1209

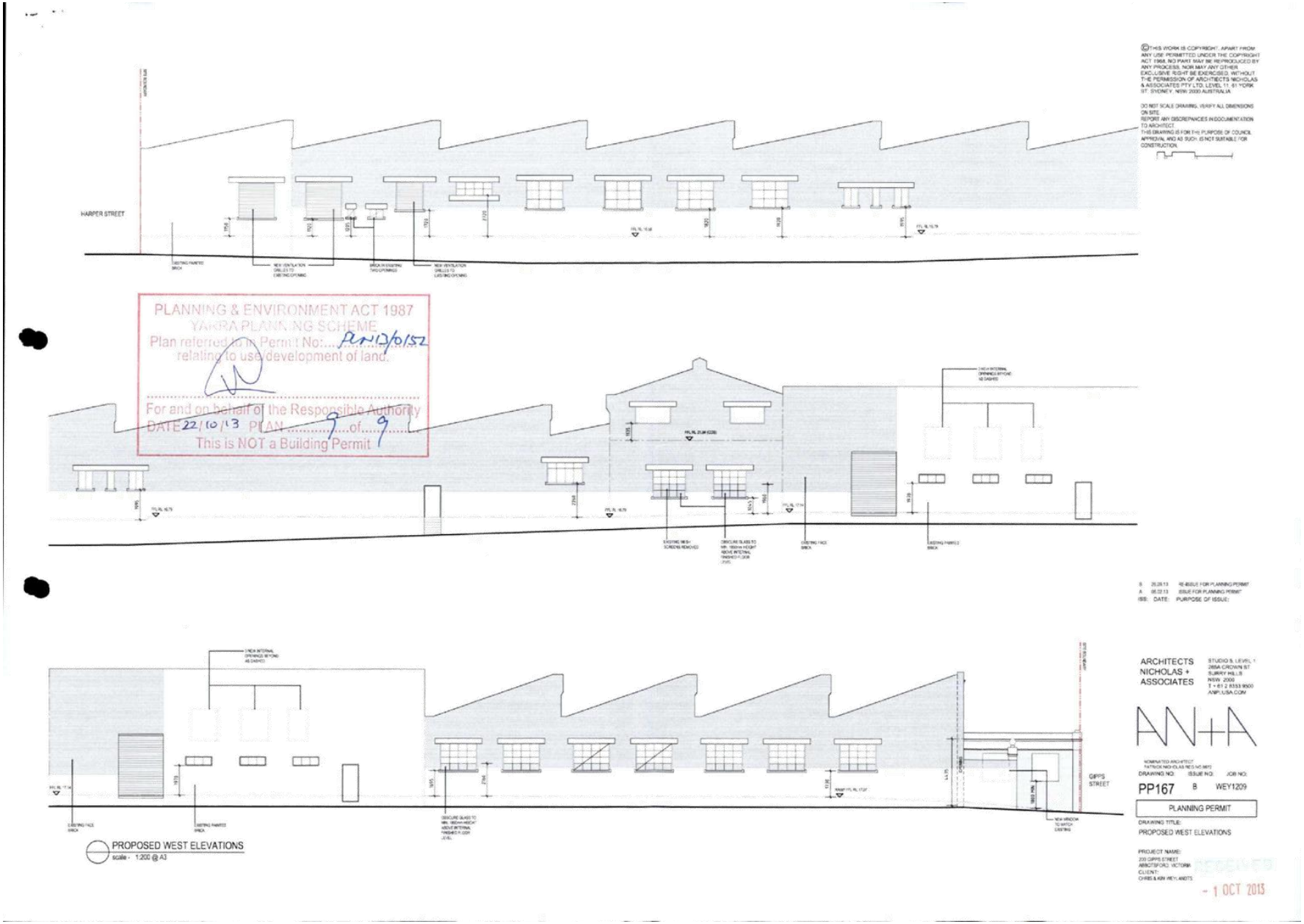
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DRAWING TITLE:
PROPOSED NORTH ELEVATION

PROJECT NAME:
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200 Gipps St Abbotsford VIC 3754

Waste Management Plan

Warehouse (commercial display) refurbishment
Prepared for: Weylandts Australia P/L

By: Craig Harris P: 0434 911 404

18/10/2013

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YARRA PLANNING SCHEME
Referred Permit No: PLN13/0152
Relating to Condition No: 12

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Summary

A private collection service is proposed for collection of waste from two locations from within this proposed warehouse (commercial display) property.

More detail is contained within this report.

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Waste Management Plan – for the proposed

Weylandts Warehouse (Commercial display) store – 200 Gipps St Abbotsford

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Waste management

A waste management analysis has been undertaken based on the Sustainability Victoria Best Practice Guidelines for Waste Management in Multi-Unit developments and in consultation with City of Yarra's Waste Management Officer Enzo Valente on 02/10/2013.

This purpose of this report is to document a Waste Management Plan for the above project, as required by Town Planning permit conditions. The report is based on PP09-PP011 Ground floor plans supplied by the Building Designers.

Should circumstances or parameters change that impact on this waste management plan, then the waste management process should be reassessed.

Waste management parameters

Break up of spaces	Café – approx 305m2 Warehouse (commercial display) – approx 2540m2 Office – approx 320m2	
Best practice guidelines waste allowances	Café – garbage 660L/100m2/day	Café recycling 130L/100m2/day
Total estimated daily waste volume	2016L/day	246L/day
Number bins required to cover generation rates	6 x 360L garbage bins collected daily	1 x360L recycling bins collected daily
Best practice guidelines waste allowances	Warehouse (commercial display) – garbage 50L/100m2/day	Warehouse (commercial display) recycling 50L/100m2/day
Total estimated daily waste volume	1270L/day	1270L/day
Number bins required to cover generation rates	4 x 360L garbage bins collected daily	4 x360L recycling bins collected daily
Best practice guidelines waste allowances	Office – garbage 10L/100m2/day	Office recycling 10L/100m2/day
Total estimated daily waste volume	32L/day	32L/day
Number bins required to cover generation rates	Incorporated in Warehouse (commercial display) bin numbers	Incorporated in Warehouse (commercial display) bin numbers
Council collection allowances and bin	Not feasible for this size facility due to the likely waste volumes exceeding Council's commercial collections service offering.	

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collection options	
Proposal parameters to consider	▪ The property is an existing property where a minimal works - predominantly cosmetic fit-out is proposed. ▪ The property is approximately 160m in length. ▪ There are two steps down from the kitchen side entrance to the lane. The kitchen side entrance door is minimum 920mm wide to accommodate bins being taken through this door. ▪ The east side lane currently houses a number of 2m3 skip bins for adjoining businesses. These bins are emptied by waste trucks in this lane – so access to this lane is not an issue for waste vehicles. ▪ The east side lane is only for the use of the adjoining businesses. No-entry signs exclude this lane from general public use. ▪ Harper St at the north end of the property is a street servicing other businesses – not dwellings. ▪ Collecting waste from inside the property is not ideal as there are a limited number of contractors (eg WasteWise) who have vehicles small enough to negotiate low internal beam heights and the limited turning spaces. With the commercial street at the rear and good access along the side lane, suitable non on-site collection options exist. ▪ The ramp up from Harper St to the car park is approximately 1:12 gradient. Fully laden bins will be wheeled down this ramp, not up it, so weight should be less of an issue than controlling the bins. Only emptied bins will be pulled up the ramp. ▪ Regular collection of kitchen waste is desirable. ▪ The business including cafe will be open 7 days per week during standard business hours only ie 9-5.30pm weekdays and shorter hours within this range for weekends.
Proposed waste bin storage location(s)	▪ Three locations: ▪ Beside the kitchen for daily kitchen waste. ▪ Kitchen waste store midway along the east side lane ▪ General waste store located at the rear of the store within the carpark – accessible from the car park entrance.
Garbage & recycling collections	▪ Daily kitchen waste will be kept in the store beside the kitchen. The store has capacity for one day's waste generation per the Best Practice Guideline rates. Due to the nature of the café it is expected that waste generation rates here will be less than the Best Practice rates. ▪ 6 x 360L bins are proposed to store kitchen garbage and 1 x 360L for recycling. ▪ Kitchen waste will be taken by Weylandts staff from the

Proposed collection system

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	daily kitchen store to the east lane side kitchen waste store mid way along the building. Contractors will have access to this bin store and will collect bins from and return bins to this store. This store will accommodate two days worth of bins at maximum anticipated Best Practice waste generation rates ie 2 x 6 x 360L + 2 x 1 x 360L = 14 x 360L bins. ▪ General warehouse (commercial display), store and office waste will be kept in the bin location at the Harper Street northern end of the carpark. Space has been allocated for garbage and recycling bins based on the Best Practice allowances. This space will accommodate 16 x 360L bins based on 2 days worth of garbage and recycling allowances. ▪ Space has also been allocated for a substantial amount of cardboard waste for recycling. ▪ A private collection service is recommended to collect all bins from within the property at a frequency as waste rates demand. This is not expected to be more frequent than every second day or as other regulations require. ▪ The private collection vehicle will travel in a forward direction throughout waste collection visits. The contractor will stop in Harper Street, enter the site via the ramp and retrieve the appropriate general store waste bins, and take these to the rear or side loading vehicle for loading. They will then return the bins to the store. If room allows in the off carriageway parking bays, this collection process may be sped up by Weylandts staff locating the bins in one of the parking bays in advance for waste collection contractors. ▪ After collecting general warehouse (commercial display) waste, collection contractors will proceed down the east side lane, stopping at the mid property kitchen waste store to empty kitchen waste. While stopped the vehicle will block the lane for no more than 5 minutes while bins are emptied and returned to the bin store. On completion of waste collection, the contractor will continue in a forwards direction and exit into Gipps Street.
Cardboard collection	▪ Cardboard collection for recycling will similarly occur from Harper Street as above.
Hard waste collection	▪ Hard waste would be collected in arrangement with the private waste collection service . ▪ Alternatively details of services can be found at http://www.yarracity.vic.gov.au/services/Waste-services/A-Z-Waste-Guide/

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Green waste collection	▪ Minimal green waste is anticipated for this site. Green waste would be removed by a contractor engaged to maintain the planting.

Refer to the plans for collection paths.

Allowance for different rates of waste generation

- Should the garbage allowance be exceeded, the first action should be to encourage employees to reduce their garbage and recycle more.
- Balers can help to reduce cardboard/paper volumes. Refer to http://wastech.balers.bramidan.com.au/ for options on typical units and sizes.
- More space could readily be made available in the property for additional bin storage.
- More regular collections of garbage or recycling could occur.

Encouraging recycling and organics treatment

- Separation of garbage and recycling should initially occur in all bin stores. Recycling bins should be placed alongside garbage bins so as to ensure recycling is easy.
- Commercial collection of separated food and other organic wastes in typical waste "wheelie bins" is increasingly being undertaken in Melbourne. When organic matter decomposes in landfill it generates methane, a very potent greenhouse gas. It is preferable that organics are use to replenish our soils and gardens via compost and mulch, rather than to be lost to landfills where they contribute to climate change and global warming via this greenhouse gas generation. Contractors such as Sita offer organic waste collection services http://www.sita.com.au/commercial-solutions/resource-recovery-recycling/organic-material/. Waste or recycling bins could be substituted for organics collection bins.
- Yarra Council offers a free food waste collection service where excess café food is collected and removed for composting. The service is Food Know How www.foodknowhow.org.au and on initial enquiry, this service could be available to this property. Uptake of this service would certainly reduce the volume of overall garbage and would reduce the frequency of paid waste collection services.
- On site food and organic waste treatment/pre-processing systems can also reduce waste colleciton frequency when food or organics waste can be diverted to these units. Closed Loop Organics units through heat and agitation reduce food scraps to 90% of their original volume in 24 hours, and the by product is a compost material. Other systems such as PulpMaster, EcoGuardians (Gaia system) or Biobin generally dehydrate or mash up food waste to reduce total volumes, although generally to a lesser extent than the Closed Loop Organics units. The above suppliers usually can provide Green house gas cost v benefit assessments of their units.
- Local information regarding the disposal and recycling of common household items can be found at http://www.yarracity.vic.gov.au/services/Waste-services/A-Z-Waste-Guide/ Alternatively contact Yarra's waste education officer for assistance on this or other available services in Yarra.

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Other considerations

- **Litter** spread is to be managed by the system of contractors collection bins from within the property. As bins are not left outside overnight, the possibility of vandals overturning bins is removed.
- In addition ensuring garbage and recycling bins are not overloaded, and lids are always closed will help prevent waste loss during transfer to colleciton vehicles.
- The private collection contractor's agreement should be required to collect any waste that spills from the bins during emptying.
- **Traffic management** should not be an issue as Harper St is a dead end, relatively wide, non residential street. The second collection stop would occur within a private lane not used by the public.
- **Noise management** - bin collections will occur in a non residential street and lane, and should occur between the hours of 7am – 6pm Monday to Friday.
- **Collection times** - Waste collection services are best suited to operation during business hours.
- **Odour** from waste primarily emanates from bin areas. Control of odour should occur in the bin store areas with the provision of suitable ventilation. This could be via substantial ventilation openings sealed to prevent vermin access, or by mechanical ventilation. The bin store areas should be monitored and cleaned on a regular basis to remove sources of smells.
- Food waste from offices and the warehouse (commercial display) where possible should be taken to the kitchen waste store to reduce odour in the carpark area.
- **Bin Store Design** – must include the following:
  - A water tap and floor waste connected to sewer should be installed in or near the bin store areas to facilitate regular wash down.
  - Adequate doorway width to allow the easy access of bins and larger hard waste
  - The bin stores particularly where food waste is included must be vermin proof
  - Secure locks
  - Adequate lighting
  - Space for a tug if required by the waste contractor(s)

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- **Screening of bins** – all bins are stored within the development. If the Harper St bin space becomes untidy, a screen should be placed around these bins to contain them.
- **Signage** indicating which bin is for garbage and which is for recyclables (or organics) must be displayed on the bins or in the bin store space.
- Signage must also include what items can be included in garbage and recycling bins, and items that need to be disposed of via other services.
- **Occupational Health and Safety** – If Weylandts or contractors OHS requirements demand it, a mechanical tug (details below) will be provided for shifting bins to the collection locations.
- A preliminary OHS risk assessment has been included to identify potential OHS issues, however this risk assessment does not replace the need for the collection contractors to complete their own OHS assessment for the bin collection process.

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Mechanical tug details

Details on mechanical tugs:

Suppliers include www.electrodrive.com.au , http://www.mastermover.com.au, www.tractivepower.com.au, http://www.hercules.com.au/index.php?tug2.

Space required for tug storage:

2 wheel bins are usually loaded onto a trailer/dolly for transportation. Space is required for storage of the tug unit plus trailer. Tugs can be 1.5m long x 0.8m wide. Trailers can vary in size – allow space larger than the bin footprint.



4 wheel bins can be towed directly by the tug and require less space as only th etug is required to be stored, not a trailer. Towing brackets and directional wheel locks are available from Sulo www.sulo.com.au and can readily be retrofitted to 660-1100L bins for towing. Towing brackets and wheel locks do not project outside of the bin footprint area.



Mechanical tug systems will usually cost in the range of $10,000 - $15,000, with trailer possibly extra.

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On-going management

The management and maintenance of the waste system will be a responsibility of the business. Items to be addressed in maintaining the system include:

- Allocation of responsibility for bringing bins from the daily kitchen waste store to the mid building kitchen waste store and returning with empty bins.
- Allocation of responsibility to the contractor for bringing bins from the bin store location to the collection vehicle and also for returning the emptied bins to the bin store. Responsibility should include ensuring any waste that spins from the bins during emptying is collected by the contractor.
- Ensure the collection contractor has unrestricted access to the mid building kitchen bin store and Harper St bin space on the days of collection
- Regular cleaning of the bins and bin store spaces and clean-up after collection if necessary
- Management and coordination with collection contractors for hard waste collection
- Provision of information to staff in relation to the requirements of using the system eg boxes to be flattened, containers for recycling clean, bagged recycling not permitted, bins to not be over-full etc
- Monitoring and feedback to staff if the system is not working properly

Sustainability initiatives

Staff must be made aware of Sustainability Vic recommendations for waste reduction www.sustainability.vic.gov.au

Where possible they should practice the waste reduction hierarchy

1. Waste avoidance – e.g. avoid excess packaging – purchase from companies that avoid excess packaging.
2. Re-use / Recycle – if packaging is required, select recyclable packaging
3. Recover / Retreat / Contain
4. Disposal

Recycling contractors for different products can be found at the website http://recyclingnearyou.com.au/

Links

Yarra City Council website: http://www.yarracity.vic.gov.au/services/Waste-services/A-Z-Waste-Guide/

Waste collection companies (examples only):

- Waste Wise Environmental www.wastewise.com.au (complete basement collections)
- Citywide www.citywide.com.au
- JJ Richards & Sons www.jjrichards.com.au
- KS Environmental – www.ksenvironmental.com.au
- Sita – www.sita.com.au
- Thiess Services www.thiess-services.com.au
- Wastech www.wastech.com.au
- http://www.australianboxrecycling.com.au/recycling-bins.php

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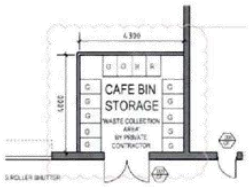
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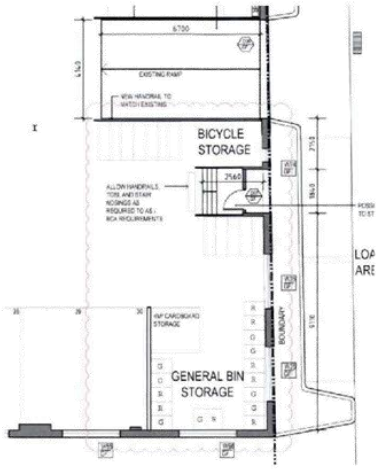
Kitchen/cafe daily use bin store

Accommodates 6 x 360L garbage + 1 x 360L recycling bins. Bin footprint approx 885D x 600W



Kitchen/cafe waste collection bin store

Accommodates 12 x 360L garbage + 2 x 360L recycling bins.



Warehouse (commercial display area) waste bin store

Accommodates 8 x 360L garbage + 8 x 360L recycling bins.

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All Dimensions shall be verified on site.

Project: 200 Gipps St Abbotsford Victoria

Drawing: Bin stores plan

Date | Scale: 1:100 | Sheet Size: @ A1

Rev No. | Drawn: CH

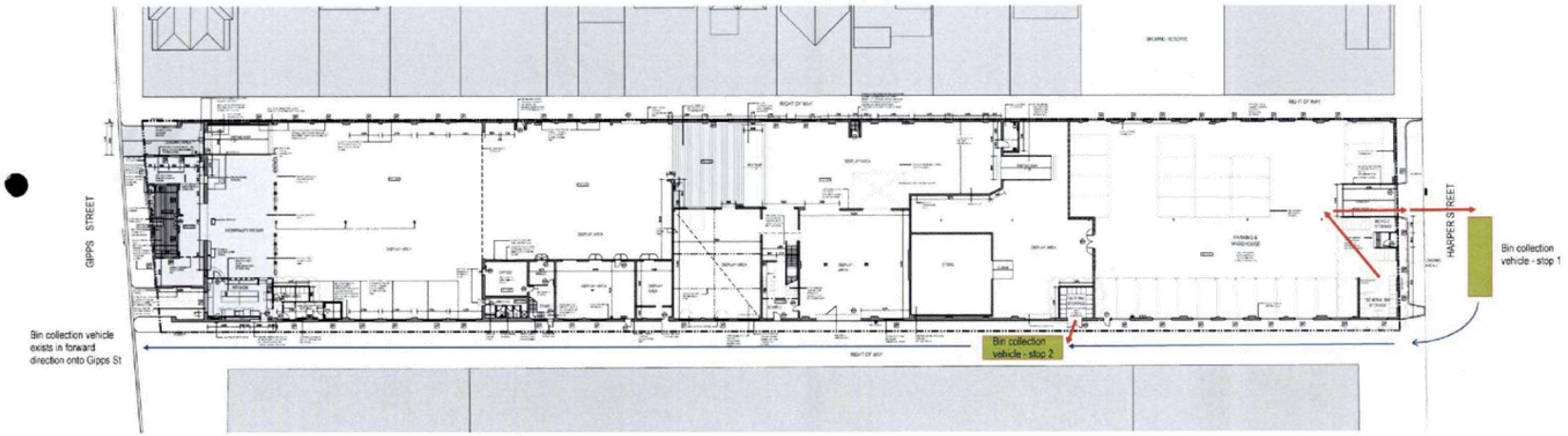
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Suite 7 Level 1, 252 St Georges Rd,
Fitzroy North VIC 3068
P 03 9016 9486
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Bin route from bin store to collection vehicle

Collection vehicle route

Collection contractor retrieves bins and returns bins to two locations as shown here within the building.

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Project: 200 Gipps St Abbotsford Victoria

Drawing: Bin Collection Location Plan

Date | Scale: 1:100 | Sheet Size: @ A1

Req No. | Drawn: CH | Chk.

Job No. | Drawing No. | Revision

LOW IMPACT DEVELOPMENT(LID) CONSULTING
Suite 7 Level 1, 252 St Georges Rd.
Fitzroy North VIC 3068
P 03 9016 9486
E craigharris@lidconsulting.com.au

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ULTRA FOOTBALL

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P5

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1 EXTERNAL VIEW 01



1 EXTERNAL VIEW 02

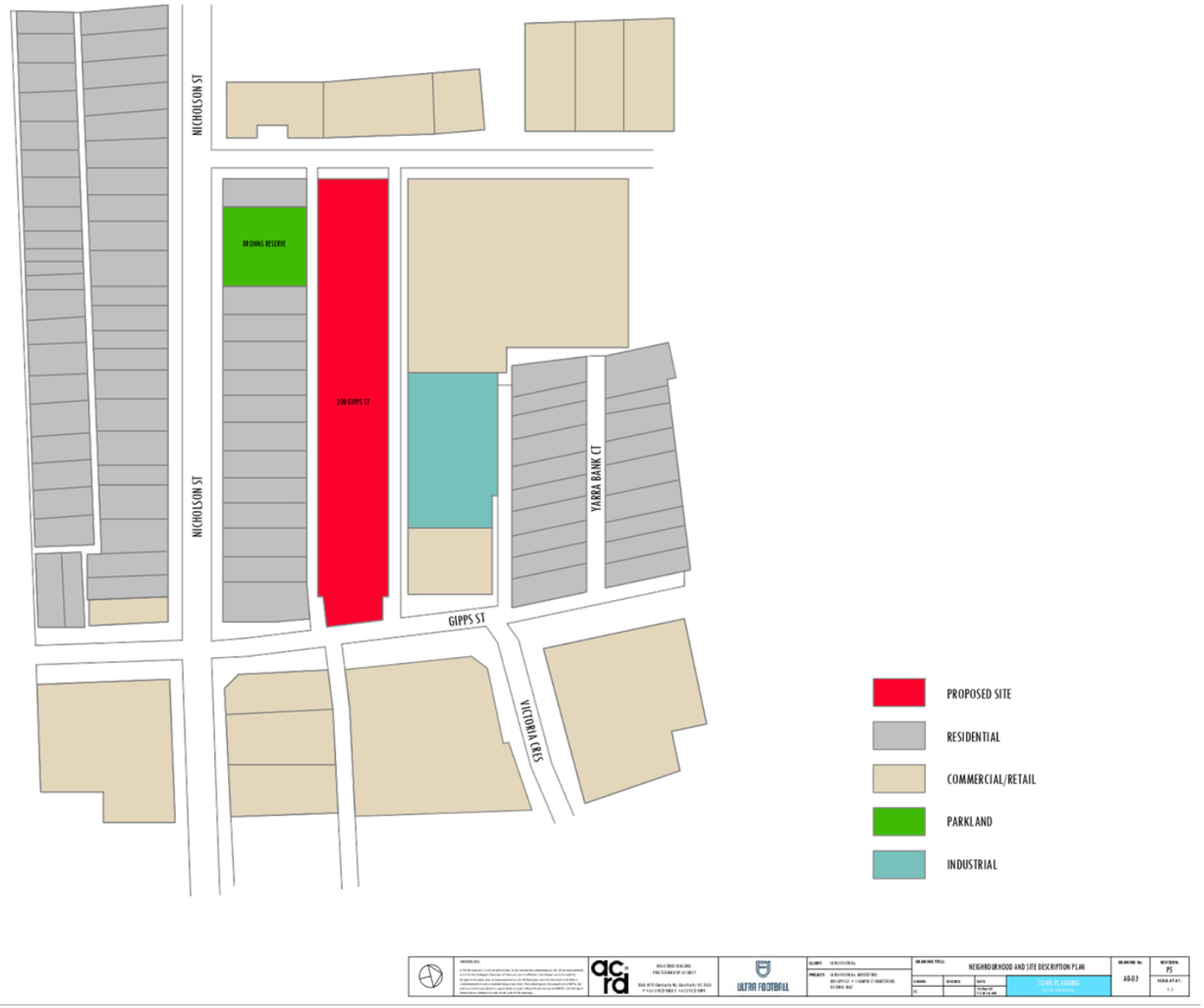
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TOWN PLANNING

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P5

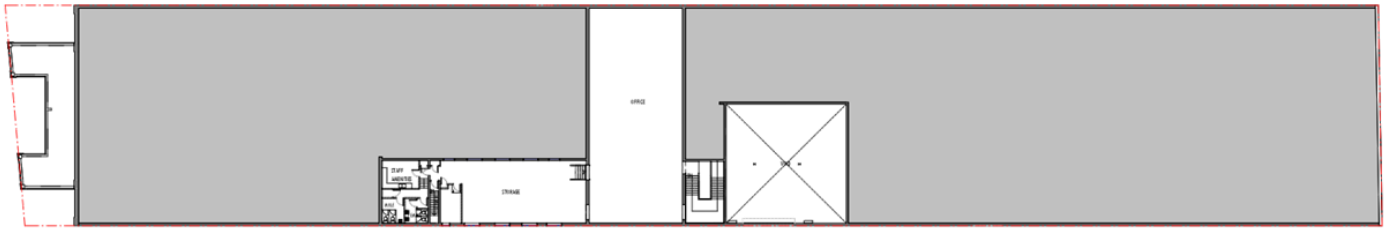
Attachment 4 - PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Advertising Amended Plans



Attachment 4 - PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Advertising Amended Plans



1 A1-01 EXISTING CONDITIONS - GROUND FLOOR
1 : 200



2 A1-01 EXISTING CONDITIONS - LEVEL 1
1 : 200

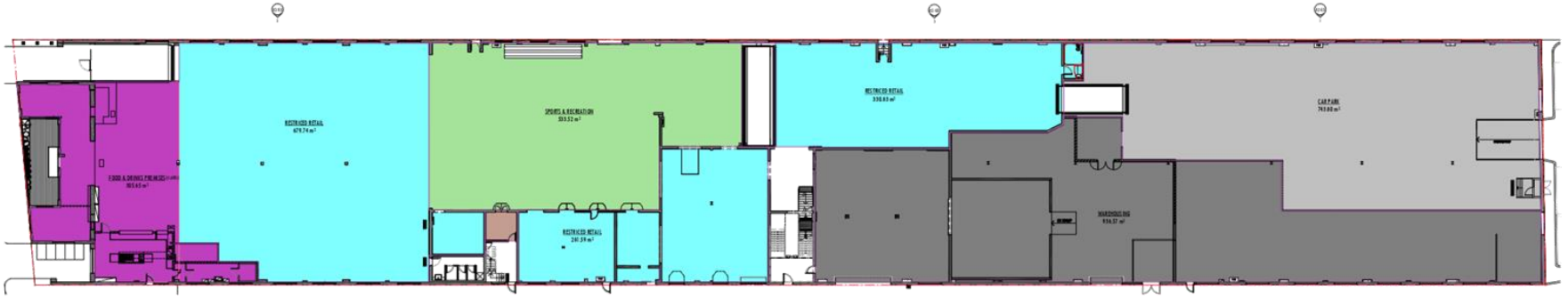
EXISTING CONDITIONS

TOWN PLANNING

A1-01

P5

Attachment 4 - PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Advertising Amended Plans



AREA PLAN - GROUND FLOOR



AREA PLAN - FIRST FLOOR

AREA USAGE	AREA SQM
CAR PARK	743.80
FOOD & DRINKS PREMISES (cafe)	305.65
OFFICE	321.00
RESTRICTED RETAIL	1292.16
SPORTS & RECREATION	533.52
STORAGE	118.96
WAREHOUSING	936.57

ULTRA FOOTBALL

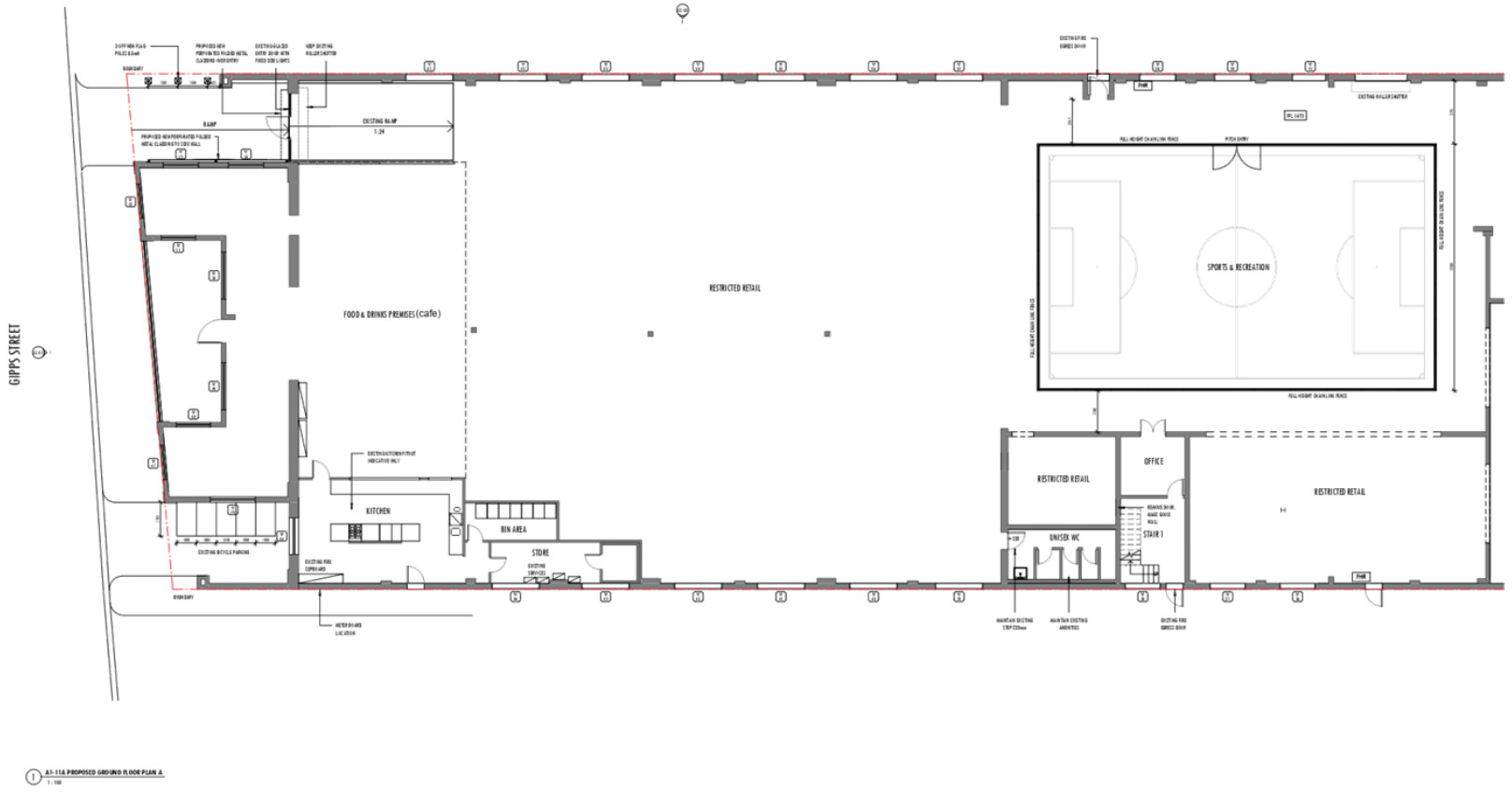
AREA PLAN

TOWN PLANNING

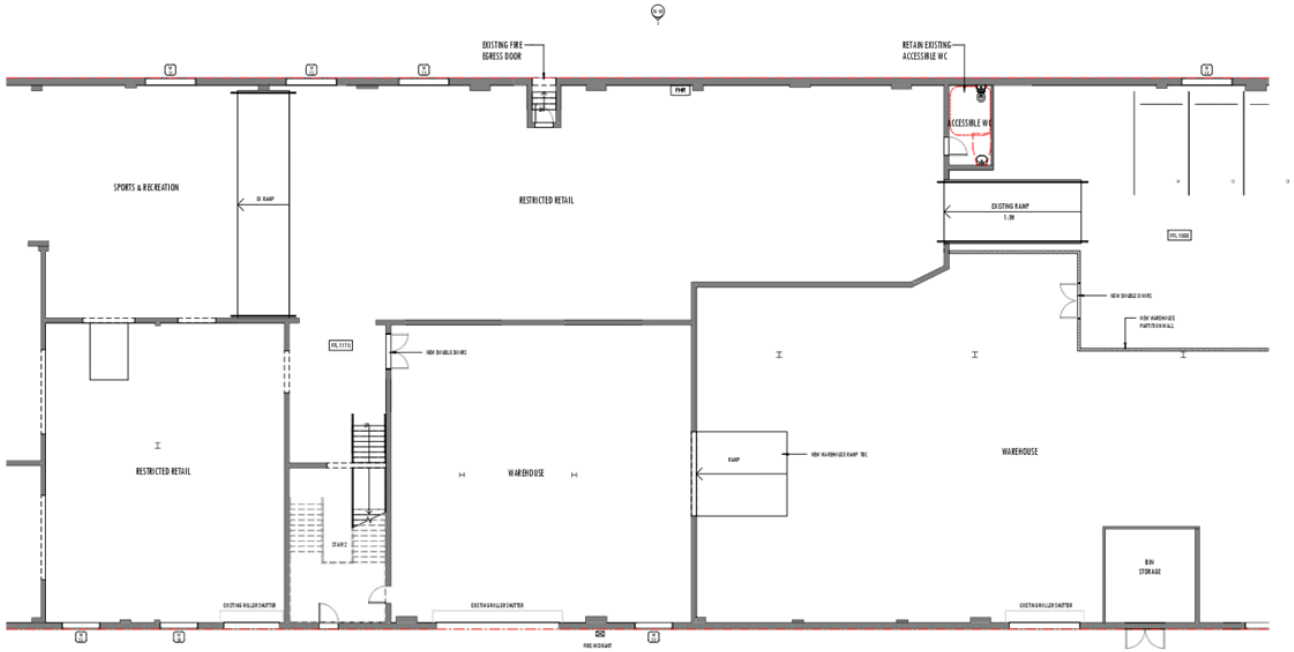
A1-03

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Attachment 4 - PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Advertising Amended Plans



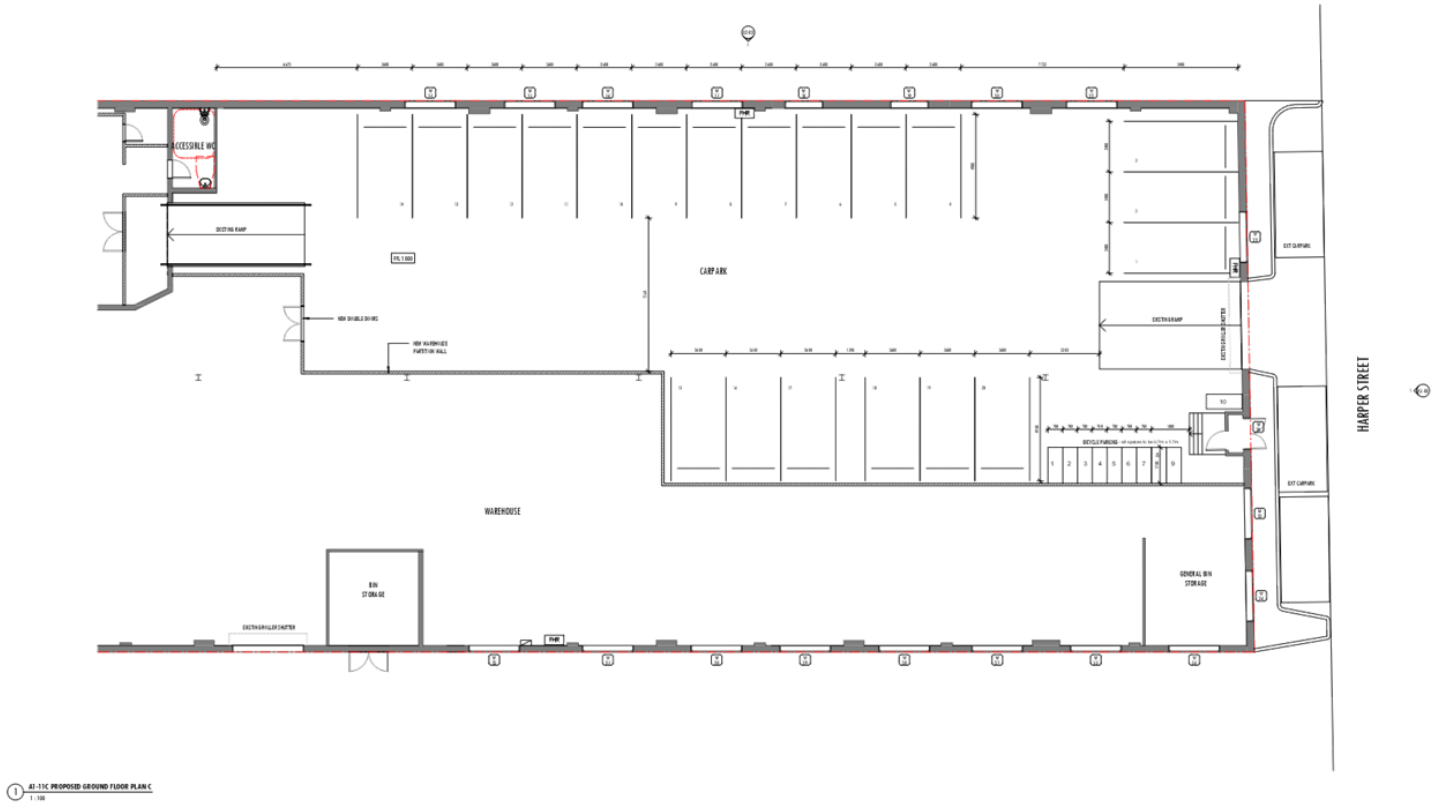
1 A1-1 1B PROPOSED GROUND FLOOR PLAN B

GROUND FLOOR PLAN B

A1-1 1B

P5

Attachment 4 - PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Advertising Amended Plans



1 A1-11C PROPOSED GROUND FLOOR PLAN C
1 : 100

acra
ULTRA FOOTBALL
GROUND FLOOR PLAN C
TOWN PLANNING
A1-11C
P5

Attachment 4 - PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Advertising Amended Plans



1 PROPOSED SOUTH ELEVATION

EXTERNAL FINISHES SCHEDULE		
IMAGE	CODE	MATERIAL DESCRIPTION
	EF1	
	EF2	
	EF3	ACRYLIC - WHITE OPAL
	EF4	

acrd

ULTRA FOOTBALL

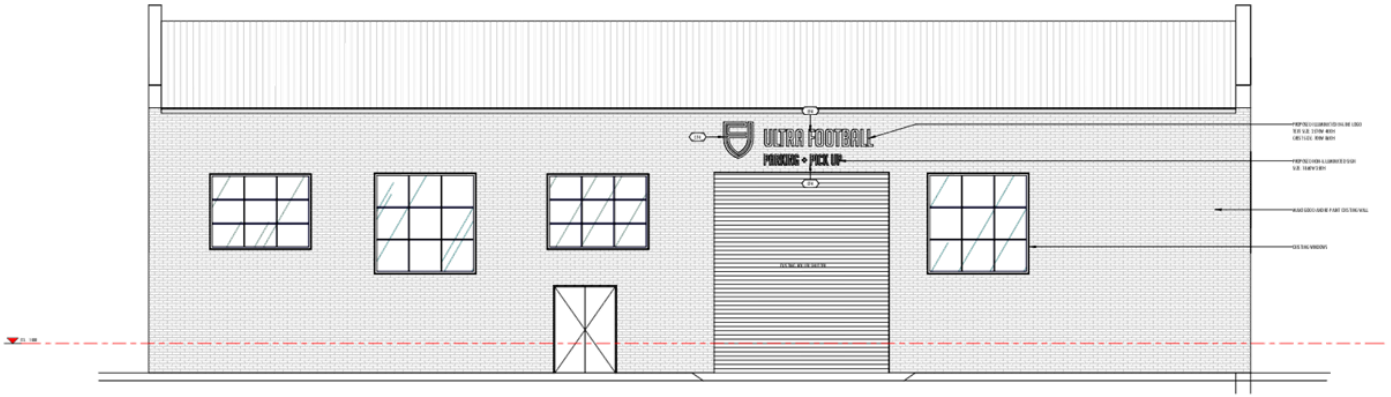
EXTERNAL ELEVATIONS

TOWN PLANNING

A2-01

P5

Attachment 4 - PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Advertising Amended Plans



1 PROPOSED NORTH ELEVATION

EXTERNAL FINISHES SCHEDULE

IMAGE	CODE	MATERIAL DESCRIPTION
	EF1	
	EF2	
	EF3	ACRYLIC - WHITE OPAL
	EF4	

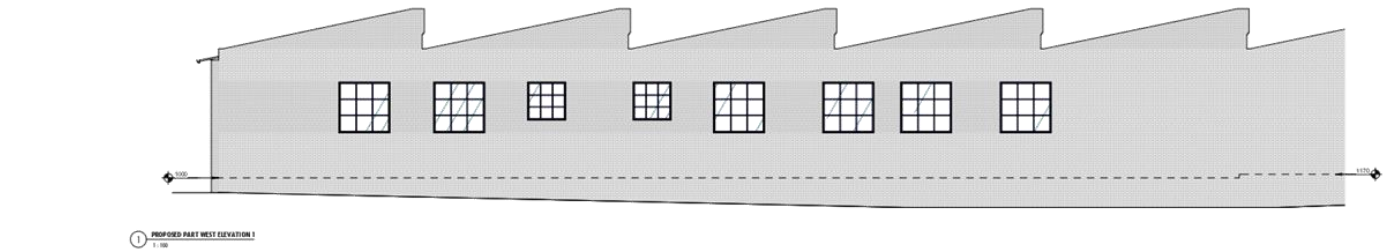
EXTERNAL ELEVATIONS

TOWN PLANNING

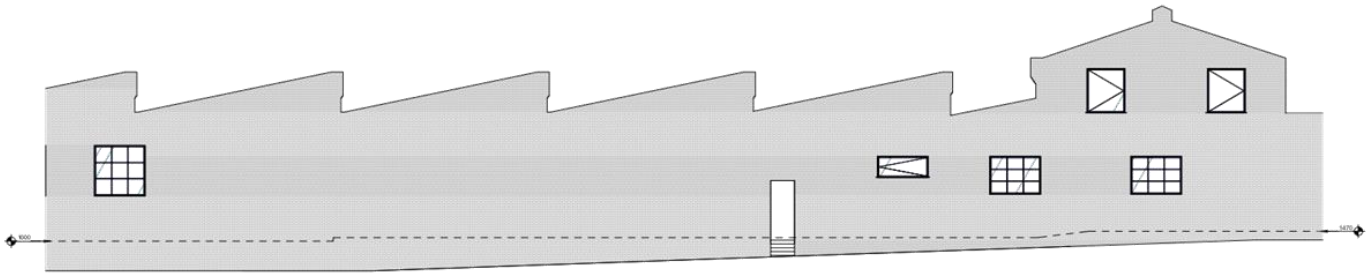
A2-02

P5

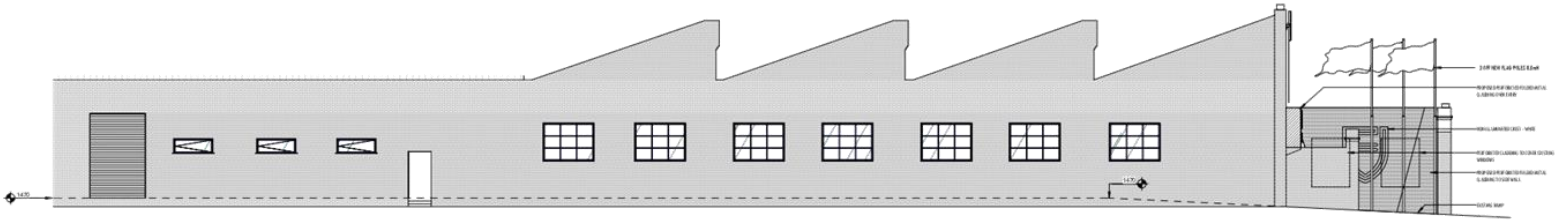
Attachment 4 - PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Advertising Amended Plans



1 PROPOSED PART WEST ELEVATION 1
1 : 100



2 PROPOSED PART WEST ELEVATION 2
1 : 100



3 PROPOSED PART WEST ELEVATION 3
1 : 100

EXTERNAL ELEVATIONS

A243

P5

TOWN PLANNING

Attachment 5 - PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Engineering comments

CITY OF YARRA

MEMO

To:	**Gary O'Reilly**	
From:	**Artemis Bacani**	
Date:	**3 August 2020**	
Subject:	**Application No:**	**PLN13/0152.03**
	Description:	**Amendment – Restricted Retail Premises and Indoor Recreational Facility**
	Site Address:	**200 Gipps Street, Abbotsford**

I refer to the above Planning Application received on 5 June 2020 in relation to the proposed development at 200 Gipps Street, Abbotsford. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Impact Traffic Engineering	*Traffic and Transport Assessment* report	Amended Final 01	10 March 2020
ACRD	A1-03 *Area Plan* A1-11A *Ground Floor Plan A* A1-11B *Ground Floor Plan B* A1-11C *Ground Floor Plan C*	P5 P5 P5 P5	10 March 2020 10 March 2020 10 March 2020 10 March 2020
City of Yarra Planning Permit (Amended)	*Permit No.PLN13/0152*		26 September 2013

Attachment 5 - PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Engineering comments

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

Proposed Use	Quantity/Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Food & drink Premises	306 m²	3.5 spaces to each 100 m² of leasable floor area	10	3
Office	440 m²	3 spaces to each 100 m² pf net floor area	13	4
Warehouse	937 m²	2 spaces to each premises plus 1 space to each 100 m² of net floor area	11	3
Restricted Retail Premises	1,292 m²	2.5 spaces to each 100 m² of leasable floor area	32	10
Indoor Sport and Recreation	16 persons 534 m²	Not Specified in 52.06-5	To the satisfaction of the Responsible Authority	0
		Total	**66 Spaces plus spaces for the Indoor Sport and Recreation**	**20**

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

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

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

- *Parking Demand for Food and Drink Use.*
  Typically, food and drink uses would generate a staff parking demand of 1.0 space per 100 square metres of floor area. For this site, the staff parking demand would be three spaces. The three on-site spaces would be allocated for staff. Customer parking would be generated off-site.

- *Parking Demand for Office Use.*
  The proposed office would be provided with a total of four on-site parking spaces, which equates to a parking rate of 0.91 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Attachment 5 - PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Engineering comments

Development Site	Approved Office Parking Rate
60-88 Cremorne Street, Cremorne PLN17/0626 issued 21 June 2018	0.72 spaces per 100 m² (200 on-site spaces; 27,653 m²)
2-16 Northumberland Street, Collingwood PLN16/0435 issued 14 June 2017	0.89 spaces per 100 m² (135 on-site spaces; 15,300 m²)
71-93 Gipps Street, Collingwood PLN16/1150 issued 30 August 2017	0.96 spaces per 100 m² (86 on-site spaces; 8,923 m²)

The proposed on-site office parking rate of 0.91 spaces per 100 square metres of floor area is considered appropriate, having regarding to the site's good accessibility to public transport services and proximity to Melbourne.

- *Parking Demand for the Warehouse Use*.
  The warehouse component would have a shortfall of up to eight spaces. These spaces would be accommodated on-street, assuming the site is operating at peak capacity.

- *Parking Demand for Restricted Retail Use*.
  The restricted retail use of the development would have a shortfall of up to 22 spaces. The following restricted retail premises have been approved in Yarra with rates below the statutory requirement:

Development Site	Approved Parking Rate
Floor 1, 523-533 Victoria Street, Abbotsford PLN15/1132 issued 21 March 2016	1.28 spaces per 100 m² (5 on-site spaces; 390 m²)
Building 2, 652-656 Church Street, Cremorne PLN16/0953 issued 20 December 2016	1.23 spaces per 100 m² (11 on-site spaces; 897 m²)

Staff not allocated an on-site parking space and visitors to the site would rely on the availability of on-street parking in the surrounding area. The site is close to public transport operating along Victoria Street and Johnston Street. The Collingwood railway station is also within walking distance of the site.

- *Parking Demand for Restricted Sport and Recreation Use*.
  The restricted sport and recreation component would almost resemble a gymnasium use. To assess the car parking demand for the restricted sport and recreation use, traffic impact assessment reports we have reviewed in the past have sourced the NSW Road& Maritime Services' Guide to Traffic Generating Developments which provides gymnasium parking rate of 4.5 spaces per 100 square metres of gross floor area. Applying this rate for the restricted sport and recreation components' floor area of 534 square metres would equate to 24 spaces. The actual parking demand for the restricted sport and recreation use may be lower as some of the patrons would be drawn from nearby businesses and residences in the local area.

- *Availability of Public Transport in the Locality of the Land*.
  The following public transport services can be accessed to and from the site by foot:
  - Collingwood railway station – 350 metre walk
  - Hoddle Street buses – 440 metre walk
  - Victoria Street trams – 520 metre walk
  - Johnston Street buses – 560 metre walk

- *Multi-Purpose Trips within the Area.*
  Visitors to the site might combine their visit with other activities or business whilst in the area.

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

- *Availability of Car Parking.*
  Although the level of on-street parking in the area is very high, the streets surrounding the site contain time restricted parking controls which ensure there is regular parking turnover throughout the day.

- *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 Flexicar and GoGet car share pod is located in Stanton Street, approximately 360 metres north-west of the site.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of parking associated with the proposed development is considered appropriate in the context of the development and the surrounding area. The short-stay parking restrictions that operate in the area provides regular parking turnover throughout the day enabling visitors to park near the site.

Council's Civil Engineering unit has no objection to the waiver of parking for this site.

TRAFFIC IMPACT
Trip Generation
The trip generation for the site as adopted Traffic Impact is as follows:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour (Endorsed)		Peak Hour (Proposed)	
		AM	PM	AM	PM
Warehouse (937 m^2)	0.7 movements per 100 m^2 in each AM peak hour 0.8 movements per 100 m^2 in each PM peak hour	17	19	6	7

Proposed Use	Adopted Traffic Generation Rate	Weekday Evenings	Weekends
Restricted Retail (1,292 m^2)	3 trips per 100 m^2 on weekday evenings 4.1 trips per 100 m^2 on weekends	39	53

According to Impact, the vehicle movements for the restricted retail during the weekday evenings would be considered the critical peak. An inbound and outbound traffic spilt of 50/50 is assumed.

Based on the above, the restricted retail would have 20 inbound and 20 outbound vehicle movements.

Attachment 5 - PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Engineering comments

The proposed development would have an additional 27 vehicle movements (Impact have shown 28 vehicle movements) as a result of the reduced warehouse floor area and the proposed restricted retail use.

It is agreed that the amended development is not unduly high and should not adversely impact the traffic operation of Harper Street or any of the surrounding roads.

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Car Parking Modules	
Car Spaces	The dimension of the car spaces of 2.4 metres by 5.4 metres and 2.6 metres by 4.9 metres satisfy *Design standard 2 – Car parking spaces and AS/NZS 2890.1:2004.*
Aisle	A minimum aisle width of 7.26 metres has been provided to satisfy *AS/NZS 2890.1:2004.*
Vehicle Turning Movements – Car Spaces	Swept path diagram for a B85 design vehicle demonstrates vehicle movements entering and exiting the car spaces are adequate.

Design Items to be Addressed

Item	Details
Visibility	As there is a projected increase in vehicle movements for the proposed development, it is recommended for the applicant to install a convex mirror on both sides of the car park entrance. The placement of the convex mirrors should be angled to provide optimum view of pedestrians along the footpath.
Bicycle Considerations	The bicycle requirements for this development are to be referred to Council's Strategic Transport unit for assessment.

Attachment 6 - PLN13/0152.03 - 200 Gipps Street & 1 Harper Street, Abbotsford - Strategic Transport referral comments

Strategic Transport referral comments

200 Gipps Street & 2 Harper Street, Abbotsford – PLN13/0152.03

1 – The applicant has referred to existing bike parking associated with the food and drinks business at the Gipps Street frontage. I regularly pass this site this supposed bike parking simply does not exist.
Both NearMaps and Google Street view show the area being occupied either with a car parked here, a potted tree, or skip bins and similar (at various times). The plans should be updated to indicate bike parking will be installed here. It is further noted this area does not appear to be drawn to scale. This area should not be used as a bin store (hopefully our standard amenity condition covers this). This area is only suitable for visitor bike parking. There is space for 10 visitor spaces in this location (spaces are shown at the incorrect dimensions).

2 – Both the "existing" and proposed bike store refer to an old version of the AS2890.3 spacing requirements (which are also outdated in cl 52.34). Bike spaces should be 1.8m long x 0.5 wide (they are shown as 1.7m x 0.7m in one location and 1.7m x 1m in another).

3 – The traffic report indicates that 4 bicycle spaces are for employee use. These should be in a secure location, given the car park is accessible to both employees and visitors – the current location is not secure.

None of these issues should be difficult to resolve, and in reference to Item 1 – I suspect this is actually something that was never enacted with the original permit but which should be rectified.